Administration Report on the Railways in India from 1884-85 to 1889-90

{1884-85 (Part I), 1885-86 (Part I)
1886-87 (Part I), 1887-88 (Part I)
1888-89 & 1889-90 (Part -)}

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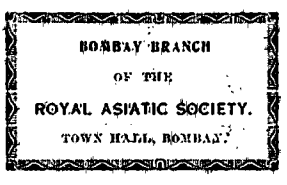

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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA,

FOR

1884-85,

BY

COLONEL F. S. STANTON, R.E.,
DIRECTOR GENERAL OF RAILWAYS.

PART I.

Presented to both Houses of Parliament by Command of Her Majesty.

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1885.

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ACCOMPANIMENT TO THE RAILWAY ADMINISTRATION REPORT FOR THE YEAR 1884-85.
MAP OF INDIA.
SHEWING RAILWAYS OPEN TO TRAFFIC, UNDER CONSTRUCTION AND UNDER SURVEY, ON 31ST MARCH 1885.
ARABIAN SEA
BAY OF BENGAL
INDIAN OCEAN
CEYLON
REFERENCE FOR RAILWAYS.

No. 226C.

DIRECTOR GENERAL OF RAILWAYS.

CONSTRUCTION.

To the SECRETARY to the GOVERNMENT of INDIA, Public Works Department.

SIR, Simla, May 27, 1885.

I HAVE the honour to submit herewith Part I. of the third Annual Report, prepared in India for presentation to the Houses of Parliament, relating to the Administration of Railways in India during the year 1884–85.

2. It will be observed that the net receipts for the year 1884 show a decrease as compared with those for 1883 of Rs. 50,88,840, and that the per-centage on the capital expenditure excluding, as is usually done, that on steamboat services, suspense items, and indirect charges, gives a return equivalent to only 5·27 per cent. against 5·91 in the previous year. The detailed financial results of each line will be found in the Report.

The decrease in the net receipts and per-centage earned is mainly due to the stagnation in export trade, particularly that of wheat, which has been a marked feature of 1884; but at the same time the increase in open mileage of 1,080 miles, on which the traffic has not had time to develop, must have had considerable effect in lowering the total dividend.

3. An examination of the summary of commodities moving on the whole of the railways shows that a general development of traffic is taking place, and that although the financial results of the past year have not been as good as were hoped for, we are justified in considering the depression only temporary; and a comparison of the approximate earnings for the corresponding opening periods of 1883, 1884, and 1885, printed as an appendix to this letter, shows the following satisfactory result :—

	Approximate Receipts, 1st January to 4th April.
	Rs.
1883	4,66,29,530
1884	4,57,56,100
1885	4,84,78,594

4. Between the 31st March 1885 and the present date 18¾ miles have been added to the open mileage, consisting of the following lines :—

(1.) Oudh and Rohilkhand Railway from Nagina to Najibabad, 13·86 miles, opened on the 1st April;

(2.) East Indian Railway Branch, Bankipore to Digah Ghat, 5 miles, opened on 2nd May;

besides a temporary 2 feet gauge tramway at Ferozepore.

I have the honour to be,
Sir,
Your most obedient Servant,
F. S. STANTON, Colonel, R.E.,
Director General.

18553. Wt. P. 974.

STATEMENT showing the TOTAL RECEIPTS from 1st January to 4th April 1885 as compared with the two corresponding periods of 1883 and 1884.

Railways.	1st January to 4th April 1885.	1st January to 5th April 1884.	1st January to 7th April 1883.
GUARANTEED.	Rs.	Rs.	Rs.
Oudh and Rohilkhand	14,60,041	16,02,377	13,03,868
Sind, Punjab, and Delhi	34,10,507	28,49,395	32,73,984
Madras	20,06,274	19,52,275	17,59,913
South Indian	11,68,616	10,59,300	9,32,558
Great Indian Peninsula(*a*)	1,11,73,599	99,05,022	1,17,07,945
Bombay, Baroda and Central India	33,35,448	35,14,278	33,78,312
Total	2,25,54,485	2,08,82,647	2,23,56,580
STATE.			
East Indian	1,25,45,976	1,35,57,268	1,30,53,670
Eastern Bengal	12,90,173	12,00,277	15,43,792
Nalhati	20,154	20,926	23,248
Northern Bengal	5,06,787	5,05,757	6,87,558
Kaunia-Dharlla	45,101	53,174	39,250
Tirhoot	3,63,224	2,78,645	2,18,164
Patna-Gya	1,56,666	1,31,361	1,44,112
Cawnpore-Achnera	2,68,671	1,61,458	1,63,012
Dildarnagar-Ghazipur	12,671	12,258	16,099
Rajputana-Malwa	40,17,547	40,38,275	35,67,307
Rewari-Ferozepore	3,14,744	2,06,769	(*b*)5,847
Wardha coal(*c*)	2,52,115	2,44,814	2,49,938
Nagpur-Chhattisgarh	5,10,435	4,69,067	5,02,298
Burma	7,14,569	7,03,498	5,78,643
Sindia	1,33,970	1,09,170	93,788
Punjab Northern	10,22,586	8,44,667	8,20,146
Indus Valley	21,90,531	15,61,424	19,83,286
Amritsar-Pathankot	70,445	39,255	—
Bareilly-Pilibheet	22,531	—	—
Narayanganj-Dacca-Mymensingh	24,780	—	—
Kokilamukh	4,442	—	—
Total	2,44,88,118	2,41,38,063	2,36,90,158
ASSISTED COMPANIES.			
Bengal Central	1,48,864	68,011	14,984
Rohilkhand-Kumaon	46,807	—	—
Assam	61,961	23,630	—
Southern-Mahratta	1,32,534	(*d*)2,897	—
Bengal and North-Western	2,85,725	(*e*)3,610	—
Tarakessur	84,698	—	—
Total	7,60,589	98,148	14,984
NATIVE STATES.			
Bhavnagar-Gondal	2,80,027	2,71,078	2,50,091
Jodhpore	32,797	15,718	11,678
His Highness the Nizam's	2,52,781	2,69,949	2,33,682
Mysore	96,178	80,497	72,357
Rajpura-Patiala	13,619	—	—
Total	6,75,402	6,37,242	5,67,808
Grand total	4,84,78,594	4,57,56,100	4,66,29,530

(*a*) Includes Dhond-Manmad, Khamgaon, Amraoti and Bhopal-Itarsi Railways.
(*b*) Receipts from goods traffic only from 20th March 1883.
(*c*) Includes colliery.
(*d*) From 24th March 1884.
(*e*) From 2nd April 1884.

RAILWAYS IN INDIA.

ADMINISTRATION REPORT.

PART I.

1884–85.

CHAPTER I.

Open mileage.

DURING 1884-85, 1,218 miles of railway were completed and opened for traffic, making on the 31st March 1885 a total of 12,004 miles of open line in India. On the same date the total sanctioned mileage open and under construction was 15,560 miles, or an increase over that on the same date in 1884 of 1,270 miles. The more important additions to open mileage have been 47 miles of the Oudh and Rohilkhand extension, 303 miles of the Bengal and North-Western, 54½ miles of the Rohilkhand and Kumaun, 173½ of the Southern Mahratta, 151¼ miles of the Rewari-Ferozepore Railway, completing the line to Ferozepore, 111½ of the Cawnpore-Achnera, connecting up the metre gauge lines of the North-Western Provinces with the Rajputana-Malwa Railway, 45½ of the Bhopal-Itarsi and 54 of the Mysore. These, together with the other additions, are detailed in the tables at the end of this chapter, which give in full the additions to open mileage in 1884–85 and length of lines both sanctioned and open for traffic on the 31st of March 1885.

New sanctions.

2. Sanction has been given during the year for the construction of an additional mileage aggregating 1,343¾ miles. The more important of the sanctions being the frontier lines, Sind-Pishin, 165 miles, Sind-Sagar, 313 miles, and the Ferozepore-Sutlej Bridge and approaches, 7½ miles. The Katni-Umaria section of the Bilaspur-Etawah Railway, to bring the Rewah coal fields in connexion with the Indian railway system, has also been sanctioned. Of the assisted companies, an extension of 84½ miles of the Bengal and North-West Company has been sanctioned, and of the provincial lines, the Lucknow-Sitapur-Siramau, 124 miles. The Secretary of State also sanctioned the commencement of operations on the Cawnpore-Kalpi section of the Bhopal-Jhansi-Cawnpore-Gwalior line and on the Nagpore-Bengal line. It is not however intended to proceed further with these lines at present, as they will be made over to companies for construction.

Surveys.

3. In addition to the mileage of approved projects alluded to above, over 6,000 miles of projected railways have been surveyed or are under survey up to date, details of which are given in the appendices A. and B. to this report. Amongst these will be found lines proposed to be undertaken by the Native States of Kashmir, Oodeypur and Junagad in Kathiawar.

Closing of Rupar Branch Railway.

4. The Rupar Branch Railway was closed on the 6th July 1884. This line was originally constructed by the Sirhind Canal authorities for the convenience of the head works, and in 1882 the Government of India approved of its experimental working by the Sind, Punjab and Delhi Railway for one year. This period was afterwards extended to 30th June 1884. The result proved very unsatisfactory, the traffic, both coaching and goods, being trifling. Exclusive of an expenditure of Rs. 87,050 for placing the line in order, the traffic for the year was worked at a loss of Rs. 22,179, and this although the receipts were swelled by large abnormal items on account of carriage of stone for the Sind, Punjab and Delhi Railway and the canal works, amounting to Rs. 35,333, which would not form items of permanent revenue. Under the circumstances, the Government of India decided against the continuance of the experiment, and the line was closed as above.

Purchase of Eastern Bengal Railway.

5. On the 1st July 1884, on the expiration of the first period of the contract with the Eastern Bengal Railway, the State assumed possession of that line. From this

date, the Poradaha Branch of the Northern Bengal State Railway was permanen amalgamated with the same, and the Calcutta and South-Eastern State Railway, cluding its extension to Diamond Harbour, was also placed under the same managem the whole being denominated the Eastern Bengal State Railway. The Bengal Cen Railway also continues to be worked by the State Railway under the same agreem as had been current with the Eastern Bengal Railway, pending a reconsideration the terms still under discussion. Almost the whole of the old company's employe were engaged by Government, on probation, for six months; at the end of that period 29 out of 5,644, or ½ per cent., were reported as unsuitable. The staff, therefore, with the exception of a few heads of Departments, remains practically the same as before.

Lease of Rajputana-Malwa Railway.

6. On the 1st January 1885, the Rajputana-Malwa State Railway, of which for the present the Rewari-Ferozepore Railway with its branches is to be considered an integral part, was handed over on lease to the Bombay, Baroda and Central India Railway until the 30th June 1900. Under the contract, the Government reserves the control over the maximum and minimum rates for the carriage of passengers and goods over the railways comprised in the undertaking.

Muttra-Achnera.

7. The Muttra-Achnera Railway, 22·75 miles in length, which had previously been worked by the Rajputana-Malwa Railway, was, on the 1st July 1884, transferred to the North-West Provinces, and incorporated in the Cawnpore-Achnera Railway.

Determination of Sind, Punjab and Delhi Railway contract.

8. The first period of determination under the contract of 1870 with the Sind, Punjab and Delhi Railway Company happened on the 1st of January 1885, and the needful notice having been given, the State will acquire possession of the Company's undertaking on the 1st January 1886.

New Railway Act.

9. During the year under review, the first step has been taken towards the introduction of a new Railway Act for Indian railways, the necessity and objects of which are fully detailed in the following extracts from the Resolution of the Government of India, circulating the draft of the Bill to the several Governments and Administrations for consideration :—

1. The necessity for consolidating and amending the law relating to Indian railways has at various times been under the consideration of the Government of India, and the question came more especially into prominence in 1882, owing to the extension of railways by private enterprise, which then for the first time took place.

2. The existing law relates chiefly to the conditions of the working of open lines of railways as between the several railway administrations and the public. With a view, however, to facilitate the preliminary negotiations for, and the eventual completion and working of, railway undertakings promoted by private enterprise, and also to afford securities of various kinds which appear desirable in the interest of the general public, the Government of India desires to embody in a general Act for Indian Railways the various provisions defining those obligations of a railway company towards Government as well as towards the public, in constructing and working a line of railway, which general experience has proved to be desirable.

3. In this view a draft Bill has been prepared, which embodies—
   (1.) The existing Indian Railway Acts;
   (2.) Such of the provisions of the English Railway Acts or Bills as seem suitable to the circumstances of India;
   (3.) Those provisions of the existing contracts with Guaranteed and other Indian Railway Companies which are of general application, and not special to the particular railway to which the contract relates.

4. The Government of India has further noticed, in connexion with the large increase in the interchange of railway traffic which has of late years occurred, and which is likely to develop itself still further with the growth of the Indian Railway system, the necessity for facilitating a reference to arbitration when differences or disputes arise between two or more railway administrations. To meet this want, provision has been made detailing the proceedings to be followed in arbitration, and including a power to enforce a reference to arbitration in cases where the continuance of a dispute is likely to be prejudicial to the interests of the public.

New Land Acquisition Mines Bill.

10. Owing to its being proposed to extend railways across districts where coal is known to exist below the surface, notice has been drawn to the inconveniences of the

existing law for land acquisition, which practically either compels the Government to purchase all the mines and minerals under the land over which it is proposed to construct a line or to abandon the undertaking altogether. To obviate this difficulty, a new Land Acquisition (Mines) Bill has been introduced by the Government of India which provides that, when the necessary declaration is made that the mines or minerals are not needed, they shall not when the surface land is taken possession of by Government rest in the same. Further clauses in the Bill provide for the necessary safe working of such mines by the proprietors or for the stoppage of such workings by the Government on proper compensation, should the latter course be more desirable.

Select Committee of House of Commons on Indian Railways, 1884.

11. The Select Committee of the House of Commons appointed to inquire into and report upon the necessity for more rapid extension of railway communication in India, and the means by which this object may be best accomplished, issued their report in July 1884.

The general conclusions arrived at by the Committee were in favour of a more rapid extension of railway communication. They considered that the leading trunk lines and their chief feeders should be on the broad gauge, the narrow being confined to tracts of country where it is already in successful operation, and to local lines where the traffic is likely to be light. The report also lays considerable stress on the importance of avoiding break of gauge.

The Committee considered the expenditure proposed by the Government of India in the next six years moderate, expressed an opinion that the present limit of borrowing, fixed by the Committee of 1878–79 at 2,500,000*l.* might safely be enlarged, but in doing so emphatically endorsed the declaration of the Government of India, that the proposed extension of railways should not involve additional taxation.

To give effect as far as practicable to the recommendation of the Select Committee, the necessary forecast for State construction has been prepared by the Government of India, and will be found at the end of this chapter. It has been decided to increase for the present the annual borrowing by the Government of India for public works from 250 lakhs to 350 lakhs, the greater part of which it is proposed to expend annually in railway construction.

Terms have recently been agreed upon with the promoters of a company for a line from Bhopal to Gwalior and Cawnpore with branches to Manickpore on the East Indian Railway and to Saugor, and negotiations have also been carried on for the formation of a company to construct and work a line of railway between Nagpur and Calcutta. The present condition of the money market, however, prevents the completion of either of these arrangements.

Committee on transport of troops and their baggage by railway.

12. It having been found desirable to issue for adoption on all railways a set of revised rules for the transport of troops and their baggage, the draft of the rules proposed was circulated in 1883 for the opinion and views of the several railway companies, and on receipt of their replies a committee of military and railway officers was appointed in January 1884 to discuss and consider the rules. These have now been accepted by the Government of India, and were introduced from 1st November 1884. The rules introduce the system of payments by seats instead of the former practice of indenting and paying for carriage by vehicles. Local committees are now being assembled at the chief railway centres to fix the number of troops to be accommodated and the number of seats to be paid for in each type of carriage (not being the ordinary 1st or 2nd class) that may be tendered for the conveyance of troops by each railway administration. As soon as definitely fixed, the number of troops each carriage is to accommodate is to be marked on it. The rules in full will be found as an appendix to Part II. of this Report.

Measures for the comfort and convenience of native passengers of the lower class.

13. Considerable attention has been given during the year to the subject of promoting the convenience of native passengers of the lower class. The Government of India invited the consideration of the several railway administrations to the matter and called for reports on various points.

Improved arrangements for the accommodation of this class of passengers at stations have been generally introduced. More commodious and suitable waiting sheds are being provided, and at many of the larger stations these sheds are open for shelter at whatever hour the passenger may arrive.

Attention has also been given to improving the facilities for obtaining tickets and for the due publicity of rates and fares.

Precautions against overcrowding of passenger vehicles, and variation of the limit of numbers to be carried during the hot season have also been considered, as well as

improvements in the water-supply for travellers at stations, the announcement of duration of halts, and reduction in length of notice necessary for obtaining reserved accommodation.

The views of the different railway administrations on the subject of the provision of retiring accommodation in the lower class of carriages have been obtained and considered. As yet no satisfactory method of solving the difficulties encountered in the treatment of this subject has been found, and the general opinion is opposed to its introduction in the lowest class of carriage. The discussion has doubtless done good. Such accommodation is now generally provided in all classes above the lowest on journeys of any length, and it is, I consider, not advisable to go further.

The introduction of a so-called intermediate class of carriages between the 2nd and 3rd is, I think, gradually obtaining more favour; and reserved carriages for native females are now generally run in all passenger trains.

ADDITIONS to open MILEAGE from 1st April 1884 to 31st March 1885.

Railway and Section.	Length in Miles.	Date of Opening.	Remarks.
GUARANTEED.			
Oudh and Rohilkhand :—			
Moradabad to Nagina	47	8th October 1884.	
Total Guaranteed	47		
ASSISTED COMPANIES.			
Southern Mahratta :—			
Hotgi to Gadag	173½	15th September 1884.	
Bengal-Central :—			
Gobardánga to Bongong	12	22nd April 1884.	
Bengal and North-western :—			
Nawábganj to Bahraich	68	2nd April 1884.	
Nawábganj to Lakarmandi	6½	1st December 1884.	
Sonepur to Mankapur	219	15th January 1885.	
Loop line, Sonepur to Banwáre hak	9½		
Tarakessur :—			
Seoraphuli to Tarakessur	22	1st January 1885.	
Assam :—			
Makum Junction to Margherita	23	2nd May 1884.	
Makum Junction to Dum-Duma	8		
Dum-Duma to Tálap	8	5th February 1885.	
Rohilkhand-Kumaun :—			
Bhojeepura to Káthgodám	54½	1st October 1884.	
Thatone-Duyinzeik	8	11th February 1885.	
Total Assisted Companies	612		
STATE.			
Imperial.			
Rajputana-Malwa(including Rewári-Ferozepore):—			
Sirsa to Ferozepore	101¼	1st October 1884.	
Kot Kapúra to Fázilka	50	1st January 1885.	
Total State *Imperial*	151¼		
Provincial.			
Northern Bengal :—			
Cherribunder to Dinagepur	10	16th May 1884.	
Kaunia Dharlla :—			
Dharlla to Jatrapur	4¾	10th July 1884.	
Tirhoot :—			
Muzufferpur to Hajeepur	34	1st October 1884.	
Náráyanganj-Dacca-Mymensingh :			
Náráyanganj to Dacca	10¼	4th January 1885.	
Cawnpore-Achnera :—			
Farukhabad to Kásganj	67	14th April 1884.	
Kásganj to Háthras Road	34	1st July 1884.	
Jumna Bridge	1	1st July 1884.	
Kásganj to Soron	9½	4th January 1885.	
Bareilly-Pilibheet :—			
Bareilly to Bhojeepura	12	1st October 1884.	
Bhojeepura to Pilibheet	24	15th November 1884.	
Amritsar-Pathánkot :—			
Dinanagar to Pathánkot	14	8th June 1884.	
Kokilamukh :—			
Jorhat to Gosaigaon	7	15th December 1884.	For goods traffic only.
Jorhat to Titabar	12½	7th January 1885.	
Branch to Moriani	7¼		
Total State *Provincial*	247¼		

Additions to open Mileage from 1st April 1884 to 31st March 1885—*continued.*

Railway and Section.	Length in Miles.	Date of Opening.	Remarks.
NATIVE STATES.			
Bhopal Itarsi :—			
Hoshangabad to Bhopal	45½	18th November 1884.	
Jodhpore :—			
Pali to Lúni River	25	17th June 1884.	
Lúni River to Jodhpore	20	9th March 1885.	
Mysore :—			
Bangalore to Túmkúr	43	11th August 1884.	
Túmkúr to Gubbi	11	26th December 1884.	
Rajpura-Patiala	16	1st November 1884.	
Total Native States	160½		
GRAND TOTAL	1,218		

STATEMENT showing lengths of LINES sanctioned and open for Traffic on the 31st March 1885.

Railways.	Gauge. Ft.	Gauge. In.	Length of Line sanctioned at the end of 1883-4.	Sanctioned during the Year 1884-5.	Length of Line sanctioned at the end of 1884-5.	Length opened during 1884-85.	Total Length open on 31st March 1885.	Length laid with Double Line.	Length remaining to be finished.
STATE LINE WORKED BY COMPANY.			Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
East Indian	5	6	1,513	5	1,518	—	1,509	468½	9
GUARANTEED COMPANIES.									
Madras	5	6	860¾	9	869¾	—	860¾	42½	9
South Indian	3	3⅜	654½	—	654½	—	654½	—	—
Great Indian Peninsula	5	6	1,288	—	1,288	—	1,288	324	—
Bombay, Baroda and Central India	5	6	438½	—	438½	—	438½	23	—
Eastern Bengal	5	6	159¾	—	(a)	—	—	—	—
Sind, Punjab and Delhi: Punjab and Delhi	5	6	581¼	—	581¼	—	581¼	—	—
Sind	5	6	109¾	—	109¾	—	109¾	2¼	—
Oudh and Rohilkhand	5	6	738	4	742	47	595½	—	146¾
Total, East Indian and Guaranteed Railways	—	—	6,343½	18	(b) 6,201¾	47	6,037	860½	164¾
ASSISTED COMPANIES.									
Southern Mahratta	3	3⅜	718½	—	718½	173½	216	—	504½
Bengal Central	5	6	125½	—	125½	12	125½	—	—
Bengal and North-Western	3	3⅜	452	(d) 51½	(d) 505½	303	303	—	202½
Deoghur	3	3⅜	5½	—	5½	—	5½	—	—
Tarakessur	5	6	22	—	22	22	22	—	—
Burdwan-Kutwa	2	6	40	—	40	—	—	—	40
Assam	3	3⅜	77½	—	(c) 77½	39	77½	—	—
Darjeeling-Himalayan	2	0	50	—	(e) 51	—	51	—	—
Rohilkhand-Kumaun	3	3⅜	54½	—	54½	54½	54½	—	—
West of India Portuguese	3	3⅜	51	—	51	—	—	—	51
Pondicherry	3	3⅜	7¾	—	7¾	—	7¾	—	—
Thatone-Duyinziek	2	6	8	—	8	8	8	—	—
Total, Assisted Companies	—	—	1,612	84½	(e) 1,666½	612	868¾	—	798
STATE.									
Imperial.									
Punjab Northern	5	6	374¼	—	374¼	—	374¼	—	—
Sind-Sagar, Eastern section (f)	5	6	71¾	—	71¾	—	71¾	—	—
	3	3⅜							
Indus Valley	5	6	501	—	501	—	501	—	—
Sind-Pishin	5	6	(g) 152	(h) 165	317	—	152	—	165
Rajputana-Malwa (i)	5	6	1¼	—	1¼	—	1¼	—	—
Rajputana-Malwa (including the Rewári-Ferozepore Railway) (j)	3	3⅜	1,420¾	—	(j) 1,412	151½	1,412	—	—
Eastern Bengal (including the Poradaha branch and the Calcutta and South-Eastern Railway)	5	6	(k)	—	(l) 234½	—	233½	—	1
Sindia	5	6	74¾	—	74¾	—	74¾	—	—
Jhansi-Mánikpur	5	6	180	—	180	—	—	—	180
Pátri	5	6	22½	—	22½	—	22½	—	—
Dhond-Manmád	5	6	145¾	—	145¾	—	145¾	—	—
Cawnpore-Kalpi	5	6	(k)	—	(m) 46	—	—	—	46

(a) Purchased by the State and now shown under "State Imperial."
(b) Difference 159¾ miles, Eastern Bengal Railway, transferred to "State Imperial."
(c) Correction of mileage.
(d) 84½ miles sanctioned; 30 miles, Byramghát Branch, abandoned; difference 1 mile due to corrections.
(e) For difference, 29¾ miles, see notes above.
(f) Punjab Salt Branch.
(g) Formerly included with the Indus Valley Railway.
(h) Northern extension to Quetta and Shebo.
(i) Leased to the Bombay, Baroda, and Central India Railway Company from 1st January 1885.
(j) Reduction due to correction of Rewari-Ferozepore mileage.
(k) See entries under "Guaranteed" and "State Provincial."
(l) Acquired from Guaranteed Railway Company and Bengal Government.
(m) Transferred from Provincial.

Statement showing lengths of Lines sanctioned and open for traffic—*continued.*

Railways.	Gauge.	Length of Line sanctioned at the end of 1883-4.	Sanctioned during the Year 1884-5.	Length of Line sanctioned at the end of 1884-5.	Length opened during 1884-85.	Total Length open on 31st March 1885.	Length laid with Double Line.	Length remaining to be finished.
	Ft. In.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Bellary-Kistna	5 3⅜	275	—	(a) 278	—	—	—	278
Sind-Sagar	5 6	—	313	313	—	—	—	313
Cuddapah-Nellore	3 3⅜	83	—	83	—	—	—	83
Nágpur-Bengal	5 6	—	479¼	479¼	—	—	—	479¼
Wardha Coal	5 6	46½	—	46½	—	46½	—	—
Bilaspur-Etawah (Katni-Umaria section.)	5 6	—	37	37	—	—	—	37
Ferozepore Sutlej Bridge and approaches.	2 0	—	7½	7½	—	—	—	7½
Total, *Imperial*		3,348¾	1,001¾	(b) 4,625¼	151¼	3,035½	—	1,589¾
Provincial.								
Bengal :—								
Calcutta and South-Eastern (c)	5 6	57	—	(c)	—	—	—	—
Naihátí	4 0	27¼	—	27¼	—	27¼	—	—
Northern Bengal	3 3½	(d) 354½	—	(a) 249	10	249	—	—
Assam Behar	3 3½	—	(g) 54½	(e) 155½	—	—	—	155½
Kanma-Dharlla Tramway	2 6	38½	—	(a) 38½	4¾	(f) 37	—	—
Poradaha-Dámukdia (c)	5 6	17½	—	(c)	—	—	—	—
Tirhoot	3 3½	246	(g) 28	274	34	227	—	47
Patna-Gya	5 6	57	—	57	—	57	—	—
Náráyanganj-Dacca-Mymensingh	3 3½	85½	—	85½	10¼	10¼	—	75¼
North-Western Provinces and Oudh :—								
Cawnpore-Achnera	3 3½	256½	—	(a) 254½	111⅓	249	—	5½
Cawnpore-Kalpi (c)	5 6	43	—	(c)	—	—	—	—
Dildárnagar-Gházipur	5 6	12	—	12	—	12	—	—
Bareilly-Pilibheet	3 3½	36	—	36	36	36	—	—
Lucknow-Sitapur-Seramau	3 3½	—	124	124	—	—	—	124
Central Provinces :—								
Nágpur-Chhattisgarh	3 3½	149	—	149	—	149	—	—
Burma :—								
Burma	3 3½	366½	—	(a) 369	—	254	—	115
Punjab :—								
Amritsar-Pathánkot	5 6	65	—	65	14	65	—	—
Rúpar-Nálagarh (h)	5 6	48	—	(h)	—	—	—	—
Assam :—								
Kokilamukh	2 0	26¼	5⅓	(a) 32¼	26¾	26¾	—	5½
Cherapunjee (i)	2 6	—	7⅔	7⅔	—	—	—	7⅔
Total, *Provincial* lines		1,885½	219½	(j) 1,936	247¾	1,399¼	—	535¾
Native States.								
Bhopal-Itarsi	5 6	57	—	57	45⅓	57	—	—
Bhávnagar-Gondal	3 3½	193	—	193	—	193	—	—
His Highness the Gaekwar's-	2 6	58¾	—	58¾	—	58¾	—	—
Jodhpore	3 3½	42½	20	(a) 64	45	64	—	—
Khámgaon	5 6	8	—	8	—	8	—	—
Amraoti	5 6	6	—	6	—	6	—	—
His Highness the Nizam's	5 6	491	—	491	—	121	—	370
Mysore	3 3½	174	—	(m) 173	54	140	—	33
Rájpura-Patiála	5 6	16	—	16	16	16	—	—
Wadhwán-Morvi (k)	2 6	54	—	(a) 64	—	—	—	64
Total, *Native States*		11,00¾	20	(l) 1,130¾	160⅝	663¾	—	467

SUMMARY.

East Indian and Guaranteed Lines		6,343½	18	6,201¾	47	6,037	—	164¾
Assisted Lines		1,612	84½	1,666¾	612	868¾	—	798
State Imperial		3,348¾	1,001¾	4,625½	151¼	3,035½	—	1,589¾
State Provincial		1,885½	219½	1,936	247¾	1,399¼	—	535¾
Native States		1,100¾	20	1,130¾	160⅝	663¾	—	467
Total for all Railways		14,290	1,343¾	(o) 15,560½	1,218	12,004¼	—	(n) 3,554¾

(a) Correction of mileage.
(b) For difference, 274¾ miles, see notes above.
(c) Transferred to "State Imperial."
(d) Miles 105¼ transferred to Assam-Behar Railway.
(e) See note (d). Difference 4¾ miles due to correction of mileage, Saiganje to Munihari, and Dinajpur to Purneah.
(f) The difference between the total mileage 38¾ and the open mileage, 37 represents the ferries over the Teesta and Dharla rivers.
(g) Extensions to the east and west of the Kosi river. Commencement of earthwork sanctioned in February 1885.
(h) Rupar Branch, 48 miles, closed from 6th July 1884.
(i) Therriaghat to Companyganj.
(j) For difference, 169 miles, see notes above.
(k) See paragraph 62, Chapter II. Mileage taken approximately.
(l) For difference, 10⅔ miles, see notes above.
(m) Line from Bangalore City to Bangalore market, 1 mile pulled up.
(n) For difference 1¾ miles, see note (f) above.

	Miles.	Miles.
(o) Length sanctioned at the end of 1883-84		14,290
Add—		
Mileage sanctioned during 1884-85		1,343¾
		15,633¾
Deduct—	Miles.	
Mileage, Byramghat Branch, abandoned	30	
Rupar-Nalagarh line closed	48	
	—	78
		15,555¾
Add—		
Difference due to alterations in mileage		4¾
Net total length sanctioned at the end of 1884-85		15,560½

Forecast of Railway Construction and Outlay, 1884–85 to 1889–90.

Designation of Railway.	Estimated cost.	Outlay to end of 1883–84.	Amount needed to complete on 1st April 1884.	Existing grant for 1884–85.	Ways and Means. Normal annual grant.	Ways and Means. Arrears to be added to 1st year.	Ways and Means. Other assets for 6th year.	Proposed New Grants in Lakhs of Rupees. Revised, 1884–85.	1885–86.	1886–87.	1887–88.	1888–89.	1889–90.	Remarks.
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
Works in Progress.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Wazirabad-Sialkot	9,50,000	7,50,000	—	—				—	—	—	—	—	—	Line opened. Further outlay met under open lines.
Rewari-Ferozepore	1,41,34,000	86,49,787	54,84,000	30,60,000				31	6	—	—	—	—	Saving anticipated.
Jhansi-Manikpore (Protective)	1,70,00,000	11,78,161	1,58,22,000	13,00,000				40	50	55	13	—	—	
Bellary-Kistna (Protective)	1,77,50,000	9,32,027	1,68,18,000	34,21,000				40	50	55	23	—	—	
Cuddapah-Nellore (Protective)	36,54,000	2,73,146	33,81,000	12,73,000				15	19	—	—	—	—	
Amritsar-Pathankot	62,05,000	47,02,350	15,03,000	9,24,000				11	2	—	—	—	—	
Bareilly-Pilibhit	17,50,000	9,65,381	7,85,000	3,26,500				3	—	—	—	—	—	Further outlay met from provincial balances.
Dacca-Mymensingh	60,00,000	28,45,235	31,18,000	26,50,700	1,80,00,000 old share of 25 millions. 25,00,000 addition proposed. 50,00,000 share of Famine Grant. 2,55,00,000	36,80,600 arrears of protective grant. 21,00,000 Ditto 14,65,000 Provincial contributions. 18,35,000 old arrears of Productive Grant. 58,00,000 Ditto 14,46,000 lapse of 1883–84 1,46,77,600 } Not yet allotted.	63,00,000 Nagpur-Chhattisgarh Railway recovery. 3,24,00,000 share of normal grant required to complete. 2,87,00,000	25	10	—	—	—	—	Probable excess.
Assam-Behar: 1. Muzaffarpur-Hajipur	22,00,000	18,28,897	3,71,000	3,25,000	—	—	—	47	50	40	40	38	—	
Assam-Behar: 2. Sonepur-Hajipur	14,20,000													
Assam-Behar: 3. Jhinjarpur-Dinajpur	1,46,50,000	5,49,180	2,11,21,000	34,10,000	—	—	—							
Assam-Behar: 4. Munihari Branch														
Assam-Behar: 5. Kaunia-Dhubri	56,00,000													
Rangoon and Sittang	1,17,00,000	90,69,275	26,29,000	22,10,000	—	—	—	24	3	—	—	—	—	Stores balance of Burma Railways kept in the account. No real excess anticipated.
Farakhabad-Hathras	57,80,000	47,80,000	10,00,000	10,00,000	—	—	—	10	—	—	—	—	—	
Jumna Bridge														
Ranaghat-Bhugwangola	—	2,64,118	—	26,000	—	—	—	—	—	—	—	—	—	This line is in abeyance pending construction by the Bengal Central Company.
Totals—Works in progress	10,88,02,991	—	7,20,42,000	—	—	—	—	246	195	150	96	38	—	
Not Commenced.														
Hindupur Extension (Bellary-Kistna Railway). Protective.	70,00,000	—	70,00,000	—	—	—	—	—	—	5	20	20	25	
Kadiri Extension (Cuddapah-Nellore Railway). Protective.	85,00,000	—	85,00,000	—	—	—	—	5	15	25	30	10	—	
Damacherla-Vilupuram. Protective.	84,00,000	—	84,00,000	—	—	—	—	—	10	25	30	19	—	
Minor Famine Lines. Protective.	90,00,000	—	90,00,000	—	—	—	—	—	—	—	12	24	56	
Bezwara to Frontier	25,00,000	—	25,00,000	—	—	—	—	—	15	11	—	—	—	Some change in the proportionate distribution is probable.
Warora-Chanda	35,00,000	—	35,00,000	—	—	—	—	—	—	—	—	10	25	
Prome-Allanmyo	37,50,000	—	37,50,000	—	—	—	—	—	—	—	—	10	23	
Kontera-Peeree	2,52,34,000	—	2,52,34,000	—	—	—	—	—	—	18	60	34	90	
Kutni-Umaria Section of Bilaspur-Etawah.	31,57,000	—	31,57,000	—	—	—	—	5	25	1	—	—	—	Advances probably recoverable.
Nagpur-Bengal	—	—	—	10,00,000	—	—	—	20	−20	—	—	—	—	
Cawnpore-Kalpi	—	—	—	5	—	—	—	5	−5	—	—	—	—	
Reserve	—	—	—	—	—	—	—	—	—	—	—	—	—	
Stores and working capital	70,00,000	—	70,00,000	—	—	—	—	—	8	—	9	20	33	
Total works not commenced	7,81,01,000	—	7,81,81,000	—	2,55,00,000	1,46,77,600	2,87,00,000	281	243	235	235	235	257	
Extra capital for open lines	1,80,00,000	—	2,73,00,000	—	30,00,000	—	—	100	53	30	30	30	30	
Balance carried forward	—	—	—	—	—	—	—	31	—	—	—	—	—	
Grand Total	20,49,03,991	—	17,74,43,000	—	2,85,00,000	1,46,77,600	2,87,00,000	412	296	265	265	265	287	

CHAPTER II.

WORKS IN PROGRESS.

1. In the following paragraphs, taking the railways in the order in which they are enumerated in the statement in Chapter I., the principal works in progress on, or in connexion with, the various lines are briefly touched on and the chief surveys in progress or under consideration shortly described.

EAST INDIAN.

Accommodation for export produce, Howrah.

2. The additional works at Howrah for export traffic consist of the river-wall, 1,750 feet in length, and the reclamation of the foreshore by filling in the space behind to ground-level, which are nearly completed.

The floating landing-stage of small pontoons has been extended 800 feet, making the whole 1,300 feet in length.

Lock-gates and pumping-engine were provided at the river entrance of the boat dock to replace waste of water by leakage. The lock-gates were completed, and the dock opened for traffic, on the 1st June 1884. The north wall of the outer lock however settled and gave way during the night of the 22nd July 1884, since which date the dock has been used as a tidal basin only.

A new iron shed, 1,000 feet long by 50 feet wide, along the north side of the boat dock, has been completed.

A junction has been effected between the Calcutta Port Commissioners' tramway from Shalimar and the East Indian Railway lines at Howrah, for the purpose of facilitating export traffic.

Tarakessur Railway.

3. The Tarakessur Railway (5′ 6″ gauge), branching off from the East Indian Railway at Seoraphuli junction to Tarakessur, a distance of 22 miles, has been opened for traffic, and is being worked by the East Indian Railway. This line has been constructed by private enterprise, without any other aid from Government than the free provision of land, and the capital has been raised in India. It was opened by the Viceroy on 1st January 1885.

Hooghly Bridge.

4. The progress made during the past year in the construction of the bridge over the River Hooghly, at Hooghly, may be briefly described as follows :—

Both caissons of the double pier in mid-river have been pitched and sunk about 60 feet through the river-bed to a depth of 90 feet below mean sea-level, and are resting in a hard bed of yellow clay. The clay is harder than was expected, a favourable feature as ensuring the stability of the river piers when finished. The sinking of these foundations during the flood season was an operation of great difficulty requiring unremitting care and attention on the part of the staff employed. Large boulders of stone, about 1,900 tons, and several thousand bags of clay were deposited round the two caissons to check the scour of the river floods in this narrow reach and were successful in preventing any dangerous action.

The two caissons are now built to the full height of 108 feet, each one weighing at present with the brickwork and concrete lining 7,500 tons. The load on each caisson will ultimately be 12,608 tons on a base of 1,516 square feet.

The Hooghly abutment pier on the right bank of the river has been sunk 24 feet through the black clay, and the curb is now resting on the yellow clay at a depth of 20 feet below mean sea level. This curb will be sunk 10 feet more into this clay.

The Naihati abutment pier on the left bank of the river is sunk to a depth of about 8 feet below mean sea-level, and the curb is still in the river silt. This abutment pier will have to be further sunk to a considerable depth until the clay is met with, or until it reaches a depth at which there will be no danger of settlement.

Alipore coal siding.

5. A branch line has been made 5 miles in length by the Alipore Coal Company connecting their collieries with the East Indian Railway at the 144½ miles; it is nearly ready for opening.

6. The Mokameh Ghât branch from the Mokameh Junction Station to the ghât on the River Ganges, about 1¾ miles in length, has been finished. The steam ferry between the East Indian Railway side and the opposite side of the river is worked by the Tirhoot State Railway. Quarters have been built at Mokameh Ghât for the accommodation of the steam-ferry staff of the Tirhoot State Railway. Mokameh Ghât Branch.

7. The new branch from Bankipore Junction Station on the main line to the Digah Ghât on the River Ganges, about 5½ miles in length, is under construction. The works on this line are moderate, and there are no intermediate stations. A continuous platform wall, 1,370 feet long and 3 feet high above rails, is being built at Digah Ghât on the right bank of the river to serve for both passengers and goods. The Bengal and North-western Railway Company will make all the arrangements for the steam ferry to work between Digah Ghât belonging to the East Indian Railway Company and their own Paleza Ghât near Sonepore on the opposite side of the river. Digah Ghât Branch.

8. The Cawnpore and Achnera State Railway crosses over the East Indian Railway at this station. The arrangements for a high level metre gauge station have been completed, and are in use for the interchange of passenger traffic between the two railways. Proposals are under consideration for a new low level goods platform for transhipment between the East Indian Railway and the Cawnpore and Achnera (State) Railway at Hathras Junction. Hathras Junction.

9. During the year 202½ miles of line have been laid with the additional sleeper on the East Indian Railway, bringing the total length so treated to 1,816½ miles, and only leaving 162½ miles under-sleepered. Of the latter, 132 miles are laid with additional blocks. Additional sleepering.

Madras.

10. The most important addition to the Madras Railway sanctioned during the year under review is the extension to Calicut. The line has been marked out, and land is now in course of being made over; every effort has been made to secure the delivery of the permanent way and bridging material at Beypore before the setting in of the south-west monsoon.

The most important work on this extension is the construction of a bridge on iron cylinders in a tidal estuary with 40 feet in depth of water.

A survey and estimate have been prepared and submitted to the Government of India for a broad gauge branch to connect Pálghat Station with the town, a distance of nearly three miles. Meanwhile the timber trusses of the bridge over the intervening river having failed are being replaced by girders lately removed from the Cauvery Bridge at Erode, thus adapting the bridge for railway purposes when required.

A survey has been made from the Salem Railway Station to Salem town, a distance of three miles, but this project is not received with favour by the traffic manager.

Negotiations are still pending with the Nilgiri Railway Company, and no further survey or other work on this branch has been carried out.

It has been arranged that the Madras Railway Company will relinquish the Bellary Branch on which a metre gauge line will be laid, either in addition to, or in substitution for, the existing broad gauge in order to connect the Southern Mahratta metre gauge system with the Bellary-Kistna State Railway.

No further action has been taken in respect of the proposed branch from Shoranur to Cochin.

Improvements in stations and station arrangements have formed the chief works in progress on the open line during the year.

South Indian.

11. In connexion with the South Indian Railway several important projects have been investigated.

The survey and estimate for an extension from Tinnevelly to Quilon over the Arimkávu Pass, 106 miles, have been completed, and are still under the consideration of the Travancore Government.

A preliminary survey of a metre gauge branch to connect Villupuram with Vellore, 110 miles, has been completed.

A survey for a metre gauge line to connect Dindigul with Pálghat, 105 miles, is now under preparation.

A survey and estimate for a line 55 miles in length connecting Máyavaram Station with Mutupet, a port on the east coast in the neighbourhood of Point Calimere, have been forwarded to, and are still under consideration by, the Government of India.

The principal additions to the South Indian Railway in hand during the year under review have been an improvement to the alignment of the beach extension at Madras with replacement of the temporary timber bridge by a permanent structure in view to the harbour reconstruction; also several important additions to station and traffic arrangements.

The general offices at Trichinopoly have also made progress, and there has been considerable outlay on additional waterway and flood protection.

The line suffered severely from floods during the year. On the 18th of October one pier of a bridge of six 30 feet spans at $\frac{36}{14}$ miles was washed away, and through traffic was interrupted for some days. On the 5th November damage occurred at many places between the 64th and 135th miles. It consisted chiefly of breaches in the embankment, only one small bridge being destroyed, and a 70 feet opening near Cuddalore injured. Through communication was restored on the 2nd December. On the 18th and 19th of December the line was visited by most exceptional floods, which, besides re-opening the breaches caused by the floods of the previous month, extended to other parts of the main line, and to all branches. The girders of seven 150 feet spans of the Gingee Bridge near Pondicherry and of 11 40-feet spans at Karnguli were washed off their supports, one pier being also overturned in the latter bridge. Three spans of a bridge of five 30-feet girders at the 92nd mile were completely destroyed, several small bridges were washed away, and further damage occurred to the 70-feet girder bridge near Cuddalore. The breaches aggregated about five miles. It is worthy of note that the foundations of the large girder bridges stood satisfactorily. In restoring communication many diversions were necessary; sections of the line were re-opened when ready, and owing to the praiseworthy exertions of the staff traffic was resumed throughout the system on the 2nd February 1885. It is proposed to give additional waterway aggregating about 1,500 lineal feet.

Soon after the restoration of the line, it was heavily worked in connexion with a great festival at Kumbakónam, which occurs only once in 12 years, when about 100,000 extra passengers were conveyed.

Great Indian Peninsula.

12. The temporary bridges over the Bukri and Ajanta Rivers, which had replaced the permanent structures destroyed in 1883, were themselves completely swept away by a heavy flood in July 1884. The permanent bridge in course of construction over the Ajanta was sufficiently advanced at the time to allow rails being laid on it and traffic passed over at a low speed. Across the Bukri, trains had to run over a temporary diversion, which was slightly interrupted at intervals during the monsoon. The speed restriction across the Ajanta Bridge was removed in February 1885, and a single line over the Bukri Bridge is just completed. The new Administration Offices in Bombay are approaching completion.

The earth-work necessary for doubling the line from Bhusával to Khandva and from Bhusával to Shegaon is in progress.

Bombay, Baroda and Central India.

13. The Godhra-Rutlam project was located and estimated. The alignment runs *viâ* Dohad, Landa, Thandha and Rante to Rutlam. The estimate as framed works out to Rs. 93,604 per mile for 111¼ miles. The construction of this section has, however, been deferred, and there is no immediate prospect of its being taken in hand.

Plans and estimates have been prepared for the Anand-Pitlád Branch with extensions northward to Sajitra and Dewa-Talpad. An alternative proposal for a line to Pitlád starting from Vasud and passing by Borsad is also under consideration. The gauge proposed was 2′ 6″, but the Company offer to work it on favourable terms if made on the 5′ 6″ gauge.

The Surat-Bardoli Branch has been further considered, and traffic statistics collected. The distance is 17 miles, and the estimated cost, on the 5′ 6″ gauge, excluding stock, Rs. 40,000 per mile.

On the open line. The doubling of the main line between Andheri and Virár approaches completion, and that of the sections Kánkra Khádi to Sachin, and Ahmedabad to Bárejadi, are in hand.

Heavy floods in September 1884 in the Surat District damaged the railway banks and interrupted the passage of trains in several places near Panoli, Kim, and Kánkra Khádi. The first breaches occurred on the 8th September, and traffic could not be resumed over the breaks until the 27th.

Strengthening of the screw-pile bridges over the Tapti and the north and south Bassein is in progress, but no commencement has as yet been made on the reconstruction of the Mhye Bridge alluded to in last year's report.

The re-laying of the main line up to Ahmedabad with steel rails has been arranged for to be completed in five years, and the sand ballast is in process of being replaced as far as possible with broken stone.

Sind, Punjab and Delhi.

14. At Kiamari, further reclamation of the foreshore, prolongation of the wharf, extra sheds, turn-tables and sidings are in hand to meet the additional traffic requirements; and in Karachi several sidings to merchants' godowns have been provided.

Junction works are in progress, at Raiwind for the branch to Ganda Singh; at Saháranpur for the Oudh and Rohilkhand Railway extension; and at Rájpura for the Rájpur-Patiála State Railway.

A tramway on a gauge of 2 feet, 7½ miles long, to connect Ganda Singh Bunder with the Ferozepore Station of the Rewari-Ferozepore State Railway, and with a goods depôt near the city, was sanctioned in 1884, and is expected to be ready for traffic by the middle of April 1885. The line is of a temporary character laid with second-hand 36 lbs. rails, and crosses the Sutlej River on the existing bridge-of-boats; the portion over the boat-bridge will be worked by animal power, the remainder with locomotives.

Oudh and Rohilkhand.

15. The works under construction during the year were—

The Benares Bridge with 4½ miles of junction line to connect with the East Indian Railway.

The Northern Extension, 119½ miles, Moradabad to Saharanpur including the branch line Lokhsar to Hardwar, 17 miles.

The works on the Benares Bridge over the Ganges have made satisfactory progress. The damaged pier well, alluded to in the reports of the two previous years, was successfully repaired, and the pier has been founded at a depth of 140 feet below low-water. The foundation work of the whole bridge may be said to be virtually complete, and the superstructure and masonry of piers and abutments well advanced. Staging for Spans Nos. 1 to 7 is in course of erection and the iron superstructure of the whole bridge is at site.

Of the northern extension to Saháranpur, 47 miles were opened during the year, and a further length of 14 miles, Nagina to Najibabad, will probably be ready for opening with diversions in April 1885, the permanent bridges being completed before the coming monsoon. On the further section to the Ganges at Balawála the works are in an advanced state and the rails laid throughout, though partly on cess and over diversions. The bridge over the Ganges at Balawála has made good progress, and the section to Rurki may possibly be opened with temporary diversions after the monsoon of 1885, the permanent bridging being completed before that of 1886. Between Rurki and Saháranpur the road is nearly ready for a temporary opening, the permanent bridge works being in such a state as to render their completion before the rains almost certain.

The Hardwar branch is practically complete, except the Pathri and Jawalapur bridges, which have been delayed for want of materials.

On the open line the rejointing of the rails with fish-plates of approved construction has been pushed on, and, if delay does not occur in the receipt of the materials, will be completed by May 1885.

The well and tank towers for the Lucknow water-supply are well advanced, but the pipes and pumps have not yet arrived from England.

Southern Mahratta.

16. The final location of the southern extension of the Southern Mahratta Railway from Hubli to Ranibennur, near the Mysore frontier, 67 miles, has been completed,

and the land plans, working sections, and detailed estimates finished. These have been sanctioned and the work commenced.

A further extension of this line from Ranibennur to Harihar in Mysore, 13 miles in length, is being located.

Haspet-Gadag section. The bridges over the Tungabhadra River and the Burra Nala are nearly finished, and the greater part of the permanent-way laid between Haspet and Gadag; good progress has also been made in ballasting, and the Haspet-Gadag section will probably be ready for opening in May.

Gadag-Dhárwár section. Ballast trains are running between Gadag and Dhárwár, diversions having been laid in over the Soule and Benihalla rivers, and the Gadag-Dhárwár section will probably be ready for opening some time in May, the Soule and Benihalla being crossed, as now, by temporary diversions. Every effort is being made to complete the permanent bridges before the monsoon, as, if they are not finished, the traffic will be interrupted in the rains. The work is being carried on departmentally.

Dhárwár to the Portuguese Frontier. Between Dhárwár and the Portuguese frontier (204 miles from Bellary) satisfactory progress has been made since the work was taken over from the contractors in June 1884; and it is expected that the line will be ready for traffic by 1st January 1886 between Dhárwár and Buralukod (192 miles from Bellary) on the Tini Ghât road, where a temporary terminus will be established. It has been proposed to establish a through service by road between Buralukod and Collem, at the foot of the Ghât, as soon as the line is ready from Collem to Marmagao by 1st June 1886. The Ghât is not likely to be open for traffic before 1888. Between the top of the Ghât incline and the Portuguese frontier there are two tunnels in treacherous material requiring lining from end to end.

West Deccan line. On the West Deccan line work was started near Poona in March 1884: the progress on the Bhor and Salpen Ghâts and on the bridges over the Kara and Nira has been surprisingly rapid, and it is possible that by the 1st January 1886 the line may be opened from Poona to Miráj, 159 miles.

The further opening of the line to Belgaum will depend upon the progress made with the bridge over the Krishna at 178½ miles from Poona. The site for the crossing has been fixed, and the design for the bridge is being prepared.

The last 30 miles of the railway between Belgaum and Londa, where the West Deccan joins the South Deccan line, will probably be ready by January 1886.

Bengal Central.

17. The works of the line generally have been completed. The last section, Gobardánga to Bongong, 12 miles, was opened for traffic in April 1884.

Bengal and North-Western.

18. During the year 303 miles have been opened for traffic and the completion of the works on the open line have made good progress.

The well-sinking on the Rapti Bridge, 9 spans of 150 feet, has been a work of considerable difficulty, a layer of very stiff clay and kunkur having been met with before the depth at which it was considered safe to found; but it is expected that this will be completed before the ensuing monsoon, and the rest of the bridging throughout, if not finished, will be in a very advanced stage.

On the 1st of November 1884 the Company took over the bridge-of-boats at Fyzabad from Government, and removed it to the Railway Ferry at Ajodhya. During the rains this bridge will be lifted and the ferry worked by a steamer.

Owing to the East Indian Railway Branch between Bankipur and Digha not being completed, the ferry across the Ganges for goods traffic has had to be worked between Paleza and Banka Ghât, a distance of about 15 miles, which has proved a very serious obstacle to traffic, but on the expected opening of the Bankipur-Digha Branch on the 1st May the ferry service will be much improved.

Rohilkhand-Kumaun.

19. This railway, 54½ miles in length, was opened for public traffic on the 1st October 1884, three months before the contract time. The returns have hitherto not been great, but a revision has lately been made in the rates charged for certain classes of goods, which should attract traffic to the line.

PUNJAB NORTHERN.

20. The works on the Sialkot Branch, opened in January 1884, have been completed during the year. The line is essentially a surface one, flood water being passed over causeways, which were worked without any serious inconvenience during the rainy season. The station buildings at Sialkot have been built to provide sufficient accommodation for the extension to Jummoo should that extension be taken in hand by the Cashmere Durbar.

It having been determined to construct a broad gauge line in the Sind-Sagar Doab from Pind Dadun Khan to serve the military stations of Dera Ismail Khan and Dera Ghazi Khan, it has become necessary to change the gauge of the line from Lala Musa to the Jhelum River in connexion with this system, and if the permanent way materials are available in time the work will be completed by September next.

INDUS VALLEY.

21. The girders for all three spans crossing the Sukkur Channel of the Indus were erected during the year, and the first engine carrying the Commissioner in Sind, the Director General of Railways and officers of the line crossed this bridge from Sukkur on to Bukkur Island on the 18th March 1885.

The masonry of the abutments of the main channel are as far advanced as they can be, pending receipt of the iron-work from England, the contract for the steel cantilevers of which has just been let. Delivery to be completed by October 1886. The block houses for the bridge defence have been built up to rail level.

The fencing of the line has been completed during the year.

SIND-PISHIN.

22. Sanction to the construction of the Sind-Pishin Railway was given in July 1884, and the following note shows the present state of the work on the line. The progress has been eminently satisfactory, more particularly when the severe sickness of last year on the upper portion of the line is borne in mind, as well as the outbreak of cholera on the lower portion early in November which delayed work, and the singularly wet season which has prevailed since January, and consequent repeated floods in the rivers, culminating in the heaviest flood known, early in the current month.

Nari Division, from Sibi to mile 149, *March* 19*th.*

[With Tundoorie and Kelat-i-Kila No. 1 Bridges.]

23. Tundoorie Bridge.—All girders erected. Staging in process of removal to Kelat-i-Kila bridge, the masonry of which is ready for girders.

All culverts finished. Rails laid throughout over temporary bridge at Tundoorie. Unfortunately the line has lately been blocked by a very heavy landslip at Nari tunnel, which occurred on 16th March, the north end of the tunnel being filled and a few feet of masonry lining destroyed.

Babeh Kutch Division, from mile 149 *to Babeh Kutch.*

149 to 155 miles, March 19th.

[With 4 Nari Bridges and Babeh Kutch Tunnel.]

24. Masonry of bridges 3, 4, 5, and 6 practically complete.

Culverts completed to Babeh Kutch. Rails laid only to mile 13¼. Babeh Kutch tunnel through, but will probably require lining throughout.

One culvert near station not complete.

Station building in progress; also some native staff-quarters.

Gundakin Duff Division, from Babeh Kutch to Zindagi-Ab.

155 to 165 miles, March 20th and 21st.

[With Kochali defile, 2 tunnels, and 3 large bridges.]

25. Line practically complete, except side drains in cuttings, to Gundakin Duff. Culverts all ready for girders.

By the 7th April, very great progress had been made with this tunnel.

Cutting at Gundakin Duff still requires some work; and from Gundakin Duff to Kochali the very heavy earthworks, though great progress has been made, are still incomplete, and will take six weeks to complete at the least.

The main tunnel may be said to be half through. At one end 90 feet has been lined; at the other 200 feet ready for lining, leaving about 250 feet to be cleared out. The bridges on either side are progressing well, and will be ready for girders as soon as the girders can be brought to them. The second tunnel, which also requires lining throughout, might possibly also be completed by middle of May, and the line would then be ready for permanent way up to the Kochali bridge. This bridge will also be ready for its girders as soon as they can be brought up.

The great progress with all the bridges is undoubtedly due to most of them having been built with Portland cement concrete blocks, as it would not have been practicable to have got stone sufficient in the time for the whole.

The month of January was practically entirely lost by bad weather and continued floods. There was flood water in the river for 25 days out of the month; and, besides the loss of plant and material for the bridges themselves, the temporary bridges were destroyed, and all communication interrupted.

Spintangi Division, from Zindagi-Ab to near Sunerai.

165 to 180 miles, March 21st and 22nd.

[With Zindagi-Ab and Goormai bridges.]

26. Zindagi-Ab Bridge No 1, well forward.

Zindagi-Ab Bridge No. 2.—Five of 20 feet, all foundations in, and masonry in progress. Masonry of both bridges cement blocks.

Line wants cleaning up, but, with the exception of the work at the long cutting, 1,600 feet in length, which will require at least a month's more work, there is nothing to stop progress in platelaying.

The Goormai bridge will also be ready for girders before the girders can reach it.

Up to Spintangi, the key to the completion of work, is the Kochali defile with its tunnels. All bridges will be ready for girders before the girders can arrive.

It is probable that the bridge erection, and possibly also the platelaying, will have to be carried on at night by the electric light, as the heat by day will shortly prevent work.

Beyond the Spintangi tunnel, which is complete, the road is for miles subject to injury from the river, and a great deal of work is required in spurs, revetments, &c. This is all well in hand, and is in places carried out by an arrangement of wire gabions filled with boulders, which, it is hoped, will resist the river action.

The culverts along this length are numerous; they are recently commenced; but the masonry will probably be all completed in another six weeks.

Harnai Division, from Sunerai to Nasik.

180 to 197½ miles, March 22nd and 23rd.

27. The Harnai Division was only commenced in January last; but the works have been very well pushed, and practically the earthwork may be called complete as far as Harnai, except in one cutting, and a certain amount of clearing up; but near Sunerai the line passes in cutting through a very wet hill side, which will require some carefully arranged drainage works. The culverts are about to be commenced, some few being in hand, and numerous irrigation ducts being already complete near Harnai.

The principal bridges at Sunerai and Harnai are just being commenced; but much trouble is being experienced in unwatering at the Harnai bridge, one 7″ centrifugal at full work being altogether unable to cope with the water. There is also a bridge of one span of 150 feet not yet commenced.

The earthwork of this division from Harnai to Nasik may also be pronounced complete, very little remaining to clear out, some cuttings and trim up the line. The bridge work has made a good start. A large number of bricks have been burnt and lime and surkhi prepared.

The location of line in this division has been altered and improved.

Sharigh Division, from Nasik to Durgai, 25 miles.

197½ to 222½ miles, March 23rd and 24th.

28. The heavy earthwork in this division, particularly in the Panji defile, has made great progress, and by a careful examination of the country an improved line has been obtained by which half a mile in length of line is saved; also a tunnel and some bridging. The masonry is somewhat backward, but is now making a vigorous start. A number of bricks have been made, and a firm of contractors from Kurrachee have bound themselves to complete the bridge-work by July; and there is no reason to doubt that the bridges will be ready for the girders by the time they can be brought up by rail. The heaviest bridges are two in the Panji defile, each of one span of 100 feet, and two of 40 feet at a height of 53 feet above the bed of the nullah. These bridges will be on the grade of 1 in 45. Beyond Sharigh very little progress has been made with the collection of building materials, and there is a good deal of bridging on this length. Still, if the contractors set to work well, the masonry may be got ready for girders by the time they can be brought up.

There is some low swampy ground, a short distance beyond Sharigh, through which the line has been taken in cutting. As this would be somewhat troublesome to drain, the formation will be altered, and the line placed on an embankment.

Chuppar Rift Division, from Durgai to Mangi.

222½ to 235 miles, March 25th.

29. From Durgai to the rift some progress has been made with the banks and cuttings; and the progress with the tunnel headings at the rift has been most excellent.

There are in all six tunnels, the first two of which are called Karez No. 1 and No. 2, as their headings are no great depth below the surface of the rock, and the other tunnels Nos. 1, 2, 3, and 4.

The progress in each is as follows. In Karez No. 1 there are eight shafts, aggregating 66 feet in depth, which are all finished; and of the total length of heading of 817 feet, 693 feet have been cleared, leaving 124 feet to complete. The maximum space between any two faces left is 50 feet, which will probably be completed in 25 days. In Karez No. 2 there are 12 shafts, aggregating 127 feet in depth, all of which are complete; and of the heading, the length of which is 1,400 feet, 370 feet have been completed, leaving 1,030 yet to do from 26 faces. The maximum space yet to be done between any two faces is 100 feet, which will be completed in less than two months' time.

In No. 1 tunnel, which is 645 feet long, it has only been practicable to get one adit 14 feet long, and one shaft 45 feet deep. The adit is complete, and the shaft is 35 feet down. Another shaft has been commenced which would be 137 feet deep. It has been sunk 48 feet, but will now probably be stopped, as it is likely that the heading from the end can be driven as fast. One hundred and thirty feet of heading have been completed, and the maximum distance between the face of shaft No. 1 and the heading from the end is 400 feet. This will possibly take five months to get through, and will be the last heading to be finished of the whole set of tunnels.

Between tunnels No. 1 and No. 2 will come the high level bridge across the rift. This will consist of two spans of 150 feet each and a central opening either arched or crossed by 40 feet girders. A good deal of stone is collected for this work, but the masonry is not yet started.

Tunnel No. 2 has two adits aggregating 160 feet in length. Both are finished and of the total length of heading, 542 feet, 196 feet have been driven. The maximum length between faces now left is 180 feet, which will probably be driven through in about three months.

Leaving tunnel No. 2, the line is carried mostly in cutting through the heart of the rift. A good deal of work remains to be done on this length, but there is no doubt it can be finished as soon as the tunnels. In tunnel No. 3, which is 1,251 feet long, it has been practicable to get no less than seven adits aggregating 302 feet in length. These are all complete, and 960 feet of heading have already been completed. The maximum length now left between any two faces is 147 feet, which will probably be completed in 2½ months' time.

A short length of rather difficult cutting intervenes between tunnels No. 3 and No. 4.

No. 4 tunnel is 437 feet long, and it has not been practicable to drive any adits or shafts. Three hundred and fifty-two feet of the heading have been taken out, leaving 85 feet to be done, which will probably be completed in six weeks' time. When the headings are once completed, it is hoped that the widening out to formation width will be carried on at the rate of 2 feet a day from each face, so that it is possible that the whole of the tunnels may be fully excavated by the end of November 1885.

It was at first scarcely expected that it would be possible to retain any labour on this work during the winter; but, as will be seen from the above statement of progress, the works have been vigorously pushed on throughout the winter, and unless the works are again checked by sickness there is every reason to hope for the completion of this most difficult section of the railway by the end of the year, to the extent of its being ready for the permanent way, the total length of mining done in shafts, adits, and headings being to date 3,434 running feet.

The Chuppar Division extends for about 6 miles towards Kach from Mangi. The first 1½ miles have not yet been touched, but is for the most part tolerably light work. The rest of the division has the bulk of the earthwork complete, a few culverts commenced, and a considerable quantity of building stone collected.

Kach Division, from Mangi to Gurkhai, 19½ miles.

235 to 254½ miles, March 26th and 27th.

30. Commences about 6 miles from Mangi, and continues to Gurkhai, about 19½ miles. The earthwork has throughout made excellent progress. It is exceptionally heavy, but with the exception of one high bank 105 feet in height and one very heavy cutting near mud gorge, the work may be called fully ⅘ths complete. A contract has been let for the embankment to be completed by the end of June, and the work is now in hand; and another contract has been let for the cutting to be completed by November. The principal work, besides the above, to be carried on this season will be the bridge-work, for which a large quantity of stone has been already prepared. The alignment along this division has been vastly improved, and some of the heaviest works avoided. Work is intended to be resumed throughout as soon as possible; and if the sickness with which this portion of the line was visited last year should not recur, there is no doubt that the works could be practically completed so as to be ready for permanent-way and girders by October next; but of course neither girders nor permanent-way materials can be brought to site until the line is completed through the rift. It is, therefore, not necessary to push on the works above Mangi at high pressure this season.

From Gurkhai to Quetta, 32½ miles, the line has been staked out, but no work has been commenced. The work throughout has none of the very heavy character of the rest of the line, as on reaching the Gwal valley just beyond Gurkhai all really heavy work ceases.

Owing to the numerous exceptionally severe curves the permanent-way cannot be very rapidly laid, and the girders at the different bridges cannot be brought to site, except by the railway itself, so the completion of the line cannot be looked for before August 1886 at the earliest; but this is within the two years named last November to the Secretary of State.

Unfortunately, since the above report was written a heavy flood has again occurred threatening to delay seriously the progress therein anticipated.

RAJPUTANA-MALWA.

31. The line suffered somewhat from floods during the early part of the monsoon of 1884 between Pindwara and Erinpura, but the damage was quickly repaired.

The removal of all the 36-lb. iron rails from the road, and their replacement by 41½-lb. steel rails, is nearly completed. For future renewals, it has been decided to still further increase the weight of rails to a 50-lb. section, and to commence by re-laying between Ajmere and Bandikui, where the traffic is heaviest.

The additional crossing stations introduced within the last year have considerably facilitated working, but owing to the falling off in the wheat trade, the line was not so severely tested.

The half-round creosoted sleepers, with which the main line was in the first instance to a very considerable extent laid, are rapidly failing, and very heavy sleeper renewals are impending.

Deodar sleepers have hitherto been used for this, but a trial of steel cross sleepers is about to be made.

The general offices at Ajmere have been completed, and considerable additions made to the buildings and staff quarters at the large railway settlements at Ajmere, Abu Road, and Bandikui.

The water-supply for Bandikui from the Shallas River has been completed.

The new over-bridge at Delhi, constructed at a cost of about a lakh of rupees to facilitate the municipal traffic at present accommodated by a level crossing between the Rajputana and the East Indian Station yards, is well in hand.

A survey of a line from Mehsana to Vadnagar, 20 miles, has been completed by the Rajputana-Malwa Railway staff, and abstract estimates framed of the comparative cost of construction on the 2′ 6″ and on the metre gauge. The estimates are for the 2′ 6″ gauge Rs. 5,50,860 and for the metre gauge Rs. 6,08,770, exclusive of rolling-stock. The project is now under the consideration of the Baroda Darbar, for whom the survey was undertaken.

Eastern Bengal.

32. The following are the principal works in progress in connexion with this line during the year:—

Doubling the line from Sealdah to Naihati, which will be completed shortly after the necessary bridge girders are received from England.

The survey of a branch to connect the proposed Kidderpore Docks with the railway has been completed, and a commencement on the work has just been made.

The alterations at Sealdah Station to meet the increased traffic which this station will have to accommodate owing to the completion of the Bengal Central Railway are progressing satisfactorily.

At Goalundo the erosion of the river bank was very serious and caused much inconvenience. The curved line communicating with the north-east face, where the steamers were working, was carried away, and the curves which had been laid as an alternative line in anticipation of this contingency were also destroyed. It has been decided to alter the alignment from mile 145½ to mile 149 to the Katta Khall, so as to avoid for a time at least the inconveniences that have arisen.

Jhansi-Manikpur.

33. The discussion of the gauge question and limited grant of money available delayed the progress on this railway till late in the year. On the final settlement of the gauge and some additional funds becoming available, the orders restricting work were partially relaxed, and the works were pushed on well during the cold weather, in the hopes that the negotiations with the Company that propose to undertake this line as part of its system would be in such a state by the end of the financial year as would have prevented any further stoppage of the works. Unfortunately, this result as regards the floating of a company has not been attained, and further funds for the prosecution of the works not being available, orders have had to be issued to suspend all operations at the end of the financial year.

Cawnpore-Kalpi.

34. This railway, 46 miles in length, was sanctioned on the 12th March 1884, the final location was at once undertaken, and work was commenced on the 1st June. The works, except the bridge at Kalpi, are all well in hand, and will probably be completed about January 1886.

The Jumna bridge at Kalpi will consist of 10 spans of 250 feet. The well-sinking on seven out of the 10 piers was commenced immediately after the rains of 1884. The wells have been sunk to depths varying down to 50 feet below low-water level. If funds are available, the bridge might possibly be completed by the rains of 1887.

Bellary-Kistna.

35. This metre gauge line commences at the Guntakul Station of the Madras Railway and extends to the Kistna River opposite Bezwada, a distance of 278 miles. The whole has been permanently located and surveyed.

It is expected that the first 90 miles of the part now under construction, viz., from Guntakul to Nundial, will be completed by the end of 1885–86, if funds are available for the due progress of the works.

Up to Nundial, the country through the Yerra Mulla Hills is difficult in places, but there are no works of importance. The main feature of the scheme is the pass through the Eastern ghâts 20 miles in length, situated between Nundial and Cumbum. The works here are very heavy and the ghâts exceedingly unhealthy, which has resulted in great mortality among those employed.

The chief works consist of a tunnel 413 yards long, and two viaducts of 150 and 200 feet height respectively, the spans being 100, 150, and 250 feet. There are also numerous heavy cuttings and embankments, retaining walls, &c.

From the ghâts to the Kistna River the country is easy, so that the average mileage rate of the whole will be moderate.

When a connexion has been made with the Hyderabad system at Bezwada, a considerable traffic in coal from the Singareni collieries will, it is expected, pass over this line.

An extension from Guntakul junction southwards to Hindupur on the Mysore frontier, 111 miles, has been permanently located and surveyed through a difficult country, and a favourable alignment secured. The only work of importance will be the Penair Bridge with about 1,500 feet of waterway.

Connection between the Bellary-Kistna and his Highness the Nizam's Railway.

36. The connection in British territory between the extension of the Nizam's Railway *vid* Warangal and the Singareni coal-fields and the Bellary-Kistna Railway to bring that coal-supply within easy reach of the Madras market, has been surveyed and reported on by the Engineer-in-Chief of the Nizam's Railway, and the district has since been visited by the Consulting Engineer to the Government of India for State Railways. A proposal for altering the alignment of this portion of the railway to take it *vid* Jaggyapet has been put forward; but as it involves a detour of about eight miles and consequent increased mileage on the coal and Godavery produce, its advantages are considered doubtful.

Sind-Sagar.

37. In October 1884, orders were issued for surveys for lines of railway in the Sind-Sagar Doab. The lines to be surveyed were—

1st, a line beginning at Malikwal Station on the Salt Branch, Punjab Northern State Railway, and crossing the Jhelum, at Chak Nizam; then along the cultivated land at the foot of the Salt Range, on the right bank of the Jeelum, to Khushâb opposite Shahpur. From Khushâb across the Doab to Kundian, on the left bank of the Indus, and then southwards to Muzaffargarh, on the right bank of the Chenab opposite Sher Shah;

2nd, a line from Muzaffargarh to the left bank of the Indus, opposite Dera Ghazi Khan; and

3rd, a branch from No. 1 line to the Salt Mines at Khewra.

The surveys presented no difficulties, and the easy nature of the country enabled rapid progress to be made, insomuch that all field work was completed by the end of March 1885 and 312 miles was finally staked out ready for work.

In December 1884, the Government sanctioned preparations being made for the construction of the Jhelum Bridge at Chak Nizam and for the work on the portion of the line ($3\frac{1}{2}$ miles) between Malikwal and the bank of the Jhelum. Land plans were at once prepared and earth-work and brick-making commenced, and good progress has since been made. The manufacture of well-curbs is in hand and well-sinking will be commenced as soon as they are ready. The plans and estimates of the bridge are now under consideration of Government. The waterway proposed consists of 17 spans of 150 feet.

Cuddapah-Nellore.

38. The work on this railway has made fair progress.

Wardha Coal.

39. No new works of importance were executed on the railway.

At the collieries the sinking of No. 5 pit was completed and coal raising commenced.

The fire in the mines continues to cause anxiety, but it has not gained much, nor has it interfered with the output.

Bilaspur-Etawah.

40. Of this railway, the Kutni-Umaria section, 37 miles, to connect the Umaria collieries with the East Indian Railway, has been under construction, three-fourths of the earth-work has been completed, and at least half the rock blasting, and arrangements for masonry are in progress.

The permanent-way materials, second-hand iron rails and fastenings from the East Indian Railway are being collected at Katni. There is only one important bridge on this length, that over the Mahánaddi, and it is hoped that the connection with the collieries will be ready for use after the monsoon of 1885.

Ferozepore-Sutlej Bridge.

41. Preliminary surveys were started for a permanent bridge over the river Sutlej at Ferozepore in September 1884 and a plan and estimate submitted in January 1885. As now approved the project is for a bridge of 27 spans of 150 feet.

Northern Bengal.

42. The remaining section of the Dinagepore Branch from Cherribunder Station to Dinagepore, 10¼ miles, was opened for passenger traffic in May 1884.

Assam-Behar.

43. The surveys of this railway to connect the Tirhoot State Railway with the Northern Bengal State Railway and with Assam have been completed, land taken up, and a good start made with construction. Most of the earth-work will be completed before the coming monsoon. Minor bridges are well advanced, and materials have been collected and manufactured for the major bridges. Unfortunately want of funds has necessitated the curtailment of operations.

About 30 miles of rails have been delivered at Sahibganj and 23 miles of sleepers have been received, and the plate-laying will be pushed on, on receipt of construction stock.

Kaunia-Dharlla.

44. The trolly line from the Dharlla to the Brahmaputra, 4¾ miles in length, was converted into a railway and opened for passenger traffic in July 1884.

Tirhoot.

45. The branch from Muzaffarpur to Hajipur, 34 miles, was completed and opened for all traffic on the 26th October.

The works on the Gundak Bridge (8 spans of 250 feet) and approaches were commenced in October, the first stone in the west abutment being laid by the Lieutenant-Governor of Bengal on the 12th January. The foundations for six of the seven piers are in hand, and both abutments are well advanced.

Work on the Kosi Extension was confined to the section between Jhanjharpur and Gongeria, 14 miles, until December, when the terminus was settled to be at Partábganj. An estimate for the whole distance, Jhanjharpur to Partábganj, 44 miles, is now ready, and work has been started as far as Majhari. The line up to Gongeria will be ready for opening in June next. A survey for a line from Muzaffarpur to Sitamarhi, 37 miles, was made during the year, and estimates have been submitted to the Government of Bengal for this work.

Náráyánganj-Dacca-Mymensingh.

46. The earth-work of this line is complete and the bridge-work well advanced.

The permanent-way has been laid for 68 miles; 40 miles have been ballasted.

The section of the line between Dacca and Naraingani, 10¼ miles, was opened for traffic in January last, and it is expected that the remaining length of 75¼ miles will be ready for opening during July 1885.

Cawnpore-Achnera.

47. The following sections were opened during the year:—

Farakhabad to Khasganj, length 67 miles	-	14th April 1884
Khasganj to Hathras, length 34 miles	-	1st July 1884
Jumna bridge and approaches, length 1 mile	-	1st July 1884
Khasganj to Soron, length 9½ miles -	-	4th January 1885

and at the end of the year the works on these sections were practically complete.

The only new work sanctioned during the year in connexion with the Cawnpore-Achnera Railway was a branch from Mandhana to Bhithúr, 5½ miles long, for the construction of which the Subedars of Bhithúr find half the funds, the other half being provided by the Government of the North-Western Provinces. The works on the branch are not heavy, and it will probably be open for traffic by next October.

Bareilly-Pilibheet.

48. This railway was opened for traffic as follows:—

Bareilly to Bhojeepura, 12 miles in length -	1st October 1884.
Bhojeepura to Pilibheet, 24 miles in length -	15th November 1884.

It has since that time been worked under contract by the Rohilkhand and Kumaun Railway Company, but the traffic has not developed much as yet.

Dildarnagar-Ghazipur.

49. This railway continued to be worked by the East Indian Railway throughout the year.

Lucknow-Sitapur-Seramau.

50. This railway, 124 miles, was sanctioned on the 13th November 1884, and the bridge over the Goomti at Lucknow was soon after commenced, and is now well in hand. The works on the railway are extremely light, and the whole undertaking will probably be finished by July 1886.

Nagpur-Chhattisgarh.

51. The construction of the new bridge over the Kanhan River at Kamptee, which will consist of 6 spans of 170 feet, has been commenced.

During a heavy flood in August 1884, the centre pier of the Panolee Bridge at the 83rd mile was carried away, resulting of course in the fall of the two 60 feet girders, and they are now being replaced by one span of 132 feet.

Rangoon and Irrawaddy.

52. The railway was for a considerable portion of its length laid along the former road to Prome, the timber bridges built for the road being utilised for the railway; these have, however, required to be replaced with more permanent bridges, and there is now a good deal of work going on in carrying out this necessary change. There were originally 308 timber bridges in the line; of these, 188 were rebuilt in brick and iron before the 1st April 1884, 93 more will have been rebuilt in 1884–85, leaving 27 to be completed in 1885–86; and it is expected that all will be ready before the next rainy season begins.

Rangoon and Sittang Valley.

53. Rangoon to Toungoo. This section of the railway, when complete, will be 166 miles in length; at present it is only open as far as Nyaunglebin, 93 miles from Rangoon, but the Northern Section is rapidly approaching completion. The railway embankment is completed throughout, and the buildings at some of the stations. There is a good deal of bridge-work yet to complete, and at some of the stations the buildings have not yet been commenced; but it is hoped that the line will be ready for opening before the rainy season sets in.

Amritsar-Pathankot.

54. The line was opened to Pathánkot in June 1884; its total length being 64¾ miles, all the works being completed by November last.

Kokilamukh.

55. At the commencement of the year 7 miles of this 2 feet narrow gauge tramway had been laid. The earth-work for the remaining portion, about 20 miles, was well forward. During the monsoon the permanent-way and some rolling stock were landed and plate-laying was carried on during the rains.

Bhopal-Itarsi.

56. The Hoshungabad Bhopal section of the Bhopal State Railway, 45¾ miles, was opened for public traffic in November 1884. This section, as well as that already open between Hoshungabad and Itarsi, is being worked by the G. I. P. Railway Company: the terms of working have recently received the approval of Her Majesty's Secretary of State.

Bhavnagar-Gondal.

57. The line was severely tested by floods in July 1884, and was breached between Kundli and Ningala, but rapidly repaired.

The chief works of the year have been in the replacement of the temporary stations, watering arrangements, and staff quarters, by substantial permanent structures, and additions to station yards to meet the rapid growth of traffic.

Experimental through booking by a line of steamers to Bombay has also been initiated, and the Bhavnagar Durbar are making considerable preparations by the importations of dredgers and dredger plant to improve the navigation of the creek and to meet the wants of the increased traffic now brought to the port of Bhavnagar. A project for an improved deep-sea port at the Kathiwadar creek, sheltered by the island of Shial Beyt and connected by railway with the existing lines, is also under consideration.

Jodhpore.

58. An extension of 25 miles from Páli to the Luni River was opened for traffic in 1884.

The causeways across the Guia and Luni Rivers were opened in February 1885; and a further extension of the Jodhpur line from Luni Station to Jodhpur, 20 miles, was opened in March 1885.

Luni Pachbadra Branch. This branch of about 60 miles in length has had the trial surveys completed and the final location of the centre line is now in progress.

His Highness the Nizam's.

59. Surveys for the extensions eastwards of Hyderabad towards Warangal and Singareni were commenced in the end of March 1884, and all field operations were completed up to the Hyderabad Frontier and on to Bezwada (a total of 232½ miles) early in July of the same year.

After the approval of the Board of Directors and of His Highness the Nizam's Government had been obtained to the plans and estimates, the construction of the first section between Secunderabad and Warangal was begun in November, and in January all the permanent way, bridge work and rolling stock needed was ordered from England.

Mysore.

60. The sections of the Mysore State Railway from Bangalore City to Tumkur, a distance of 43 miles, and from Tumkur to Gubbi, a further distance of 11 miles, were opened during the year.

Chitor-Oodeypore.

61. The Maharana of Oodeypore applied for the services of an engineer to make a survey for a line from Chitor to Nathdwara in the neighbourhood of Oodeypore; the

survey has been made and the working drawings and estimates are now being prepared.

Káthiáwar Railways.

62. Wadhwan-Rájkot Steam Tramway. The scheme for a tramway from Wadhwán to Rájkot has been somewhat modified. It is now decided not to lay the line to Rájkot, but to Morvi *viá* Vánkáner; and the services of an engineer having been temporarily placed by the Government of Bombay at the disposal of the Thákor Sáheb of Morvi, the survey of the line was commenced last year, and the laying out of material is now in hand.

Junágad Line.—In the earlier part of 1884 the Junágad Durbár revived a former project for connecting Dhoráji with the port of Verával *viá* Junágad. The State has now determined on entrusting the revision of the project and the construction of this line to the Manager of the Bhávnagar-Gondal Railway.

State Railway Surveys in Madras.

63. Under the head of State Railway surveys, a preliminary survey and estimate for an extension of the Cuddapah-Nellore State Railway from Tirupati to Madanapalle, a distance of 83 miles, have been submitted to the Government of India, and the working survey of 60 miles of this line will be completed in the current year.

A complete preliminary survey of a further extension of this line from Madanapalle to Dharmáveram, a distance of 87 miles, has been completed and the working survey will be shortly put in hand.

A preliminary survey is now being made for a junction line between Vellore on the Madras Railway and Damalcherunee on the Cuddapah-Nellore Extension, a distance of somewhat under 50 miles; this will probably be completed in the current year.

The working survey of the extension of the Bellary-Kistna Railway from Guntakal to Hindupur, a distance of 113 miles, has been completed and the work lock-spitted throughout. The earth-work of this extension is now in progress as a famine relief work from Provincial Funds, and a trial survey has been run by the Mysore Government for a junction line from Hindupur to the Tumkur Branch of the Mysore State Railway.

Bengal Assam Railway Surveys.

64. Early in the year the detailed survey of about 12 miles of the section through the North Cachar Hills was finished. In this was comprised the most difficult portion of the country in the northern half of the hills. It was proved that so far a gradient of 1 in 70 could be obtained, and the results derived from preliminary exploration were confirmed in this respect as well as in that of estimated cost per mile.

At the same time surveys were finished from Golaghât southwards about 70 miles, along the left bank of the Dhunsiri River, and on the branch line towards Gauhati from the Lamding River as far as Roha, a distance of nearly 57 miles. The heaviest gradient adopted on these sections is 1 in 150, and the estimated mean cost per mile has worked out to slightly under Rs. 68,000 per mile. The heavy jungle and the broken nature of the ground in parts prevented the entire completion of the survey between the Lamding River and Golaghât during the working season.

During the cold season of 1884–85, survey parties have been distributed over the country stretching from Badarpur on the line from Chittagong to Cachar, which was staked out during the season 1882–83, and Dibrugarh in Upper Assam upwards of 300 miles; and it is believed that by the end of the official year the following progress will have been made:—

(1.) The two approaches from the south into the Jatinga Valley crossing the Barak River, respectively, at Badarpur and Telya Tilla, will be practically finished, and about 12 miles of a detailed survey of the head of the Jatinga Valley.

(2.) The point where the survey was stopped at the close of the previous working season in the North Cachar Hills, will be connected with that where the Gauhati line branches off near the Lamding River.

(3.) The survey between the Lamding River and Dimapur will be nearly, if not entirely, completed, while an alternative line, which is being run between

Dhunsiri and Dayang Rivers to the north of Dimapur, will be far advanced; the latter so far promises better results than were obtained from last season's work along the left bank of the Dhunsiri.

A traverse has been run from Golaghât to Dibrugarh, and the examination of an alternative line from the neighbourhood of Nazira, the central station of the Assam Tea Company, near Sibsagar, and the Makum junction station of the Assam Railway and Trading Company is being commenced. This probably will both give a much better line from an engineering point of view, and serve the country better than a line carried direct to Dibrugarh, while at the same time it will be better situated for tapping the coal-fields.

Some heavy bridging will be required, especially above Nazira; but apart from this there are no engineering difficulties whatever. The country is very flat, though a very much greater extent of it is covered with forest than had been expected; and this presents a formidable obstacle to progress in the way of surveying.

Benares-Cuttack Railway Surveys.

65. Preliminary plans and sections with an estimate have been submitted for a line of railway from Mogul Serai to Cuttack. Also an index section and rough estimate of a line from Cuttack to Pooree, and preliminary plans and estimates of a branch line from Palamow to Gya.

Besides the above location, trial lines have been run to Purulia from mile 158 of the main line and from Daltanganj to the Hutar coal-fields.

A reconnaissance survey to the east of the Mahanadi River for a line to connect Cuttack with the Nagpur-Bengal Railway in the Central Provinces was also made.

Kalka-Simla Railway Survey.

66. The survey of the Kalka-Simla Railway has been in progress; the route of the barometrical reconnaissance, as modified by the Consulting Engineer to the Government of India, being adopted.

Some 30 miles of preliminary survey have been done and six miles of line staked out.

STATEMENT showing the Annual Progress made in the Construction

Railways.	Length of Line open at															
	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
East Indian	—	37½	120½	120½	120½	139½	286½	370½	500½	877½	933	1,104	1,127½	1,127½	1,353	1,353
GUARANTEED.																
Madras	—	—	—	65	80½	95½	95½	137	296½	447½	447½	570	609½	643½	643½	675½
South Indian	—	—	—	—	—	—	—	—	48½	82	82	82	100½	146½	162½	185½
Great Indian Peninsula	20½	33½	49½	87½	87½	103½	244½	297	457½	495	552½	585½	701½	815½	852½	873½
Bombay, Baroda and Central India	—	—	—	—	—	—	—	35	134	167½	185	305½	305½	305½	305½	306½
Eastern Bengal (*a*)	—	—	—	—	—	—	—	—	—	109½	109½	109½	109½	109½	109½	112
Sind, Punjab and Delhi	—	—	—	—	—	—	—	—	109½	141½	154½	154½	362½	366	412½	412
Oudh and Rohilkhand	—	—	—	—	—	—	—	—	—	—	—	—	—	—	42	42
Total Guaranteed Railways	20½	33½	49½	152½	167½	289	339½	469	1,027	1,443	1,531½	1,807½	2,190	2,586	2,528½	2,608
ASSISTED COMPANIES.																
Southern-Mahratta	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bengal Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bengal and North-western	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Deoghur	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tarakessur	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Assam	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Darjeeling-Himalayan	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rohilkhand-Kumaun	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pondicherry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Thatone-Duyinziek	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Assisted Companies	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
IMPERIAL STATE.																
Punjab Northern (including Sind-Sagar, Eastern Section).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sind-Sagar, Eastern Section (*b*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Indus Valley	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sind-Pishin	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rajputana-Malwa (including Rewári-Ferozepore).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Eastern-Bengal (including Poradaha Section and Calcutta and South-Eastern).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sindia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Patri	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wardha Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dhond-Manmad	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total State—Imperial	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

(*a*) Purchased by the State and shown under "State Railways, Imperial."

(*b*) Included with Punjab Northern.

of Railways in India since their commencement,

the end of each Year.															Railways.
1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84	1884-85	
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
1,353	1,353	1,503½	1,503½	1,503½	1,503½	1,503½	1,503½	1,503½	1,503½	1,504½	1,504½	1,504½	1,506½	1,509	1,509	East Indian.
																GUARANTEED.
705½	781½	830½	830½	858	858	858	858	858	857	857	858	858	861½	860½	860½	Madras.
185½	185½	185½	185½	185½	185½	231½	474½	590½	612½	633	653½	653½	653½	654½	654½	South Indian.
873½	1,258½	1,273½	1,273½	1,273½	1,273½	1,273½	1,273½	1,280½	1,280½	1,287½	1,288	1,288	1,288	1,288	1,288	Great Indian Peninsula.
307½	312½	349½	389½	389½	406	407½	416½	421½	421½	421½	421½	421½	433½	433½	433½	Bombay, Baroda and Central India.
112	112	157	157	157	159	158½	159	159	159	158½	158½	158½	160	159½	(a)	Eastern Bengal. (a)
630½	666½	666½	666½	663½	663½	663½	663½	663½	663½	663½	663½	663½	663½	691	691	Sind, Punjab, and Delhi.
42	42	42	293½	456½	540½	543½	543½	543½	546½	546½	546½	546½	546½	548½	535½	Oudh and Rohilkhand.
2,856½	3,358½	3,505	3,797½	3,988½	4,001½	4,191½	4,393½	4,525½	4,540½	4,568½	4,589½	4,589½	4,611½	4,640½	4,528	Total Guaranteed Railways.
																ASSISTED COMPANIES.
—	—	—	—	—	—	—	—	—	...	—	—	—	—	40½	214	Southern-Mahratta.
—	—	—	—	—	—	—	—	—	—	—	—	—	20	114	125½	Bengal Central.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	303	Bengal and North-Western.
—	—	—	—	—	—	—	—	—	—	—	—	—	4	5½	5½	Deoghur.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22	Tarakesswr.
—	—	—	—	—	—	—	—	—	—	—	—	—	15	38½	77½	Assam.
—	—	—	—	—	—	—	—	—	—	—	30	50	50	50	51	Darjeeling-Himalayan.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	54½	Rohilkhand-Kumaun.
—	—	—	—	—	—	—	—	—	—	7½	7½	7½	7½	7½	7½	Pondicherry.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	Thatone-Duyinsiek.
—	—	—	—	—	—	—	—	—	—	7½	37½	57½	96½	256½	803½	Total Assisted Companies.
																IMPERIAL STATE.
—	—	—	—	—	—	62	103½	103½	103½	105½	227½	362½	416	446	446	Punjab Northern (including Sind-Sagar, Eastern Section).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Sind-Sagar, Eastern Section. (b)
—	—	—	—	—	—	—	—	—	501	501	653	653	652	652½	501	Indus Valley.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	152	Sind-Pishin.
—	—	—	—	91½	329	436½	507½	507½	603½	722	972½	1,115½	1,116½	1,200½	1,413½	Rajputana-Malwa (including Rewári-Ferozepore).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	233½	Eastern Bengal (including Poradaha Section and Calcutta and South-Eastern).
—	—	—	—	—	—	—	—	—	34	66½	66½	74½	74½	74½	74½	Sindia.
—	—	—	—	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	Patri.
—	—	—	—	—	18½	18½	18½	46½	46½	46½	46½	46½	46½	46½	46½	Wardha Coal.
—	—	—	—	—	—	—	—	—	145½	145½	145½	145½	145½	145½	145½	Dhond-Manmad.
—	—	—	—	114	370	539½	651½	679½	1,456½	1,607½	2,134½	2,421	2,473½	2,648½	3,035½	Total State—Imperial.

STATEMENT showing the Annual Progress made in the Construction

Railways.	Length of Line open at															
	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
PROVINCIAL STATE.																
Calcutta and South-Eastern (*a*)	—	—	—	—	—	—	—	—	—	15	28	28	28	28	28	28
Nalhâti	—	—	—	—	—	—	—	—	—	—	27½	27½	27½	27½	27½	27½
Northern Bengal (including Kaunia-Dharila).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kaunia-Dharila (*b*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Poradaha-Damukdia (*c*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tirhoot	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Patna-Gya	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Náráyanganj-Dacca-Mymensingh	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cawnpore-Achnera	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hathras-Mujtra-Achnera (*d*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cawnpore-Farukhabad (*d*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dildárnagar-Ghâzipur	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bareilly-Pilibheet	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nágpur-Chhattisgarh	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Burma	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Amritsar-Pathánkot	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rupar-Nálagarh (*e*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kokilamukh	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total State—Provincial	—	—	—	—	—	—	—	—	—	15	55½	55½	55½	55½	55½	55½
NATIVE STATES.																
Bhopal-Itarsi	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bhávnagar-Gondal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
His Highness the Gaekwar's	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Jodhpore	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Khámgaon	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Amrsóti	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
His Highness the Nizam's	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mysore	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rájpura-Patiála	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Native States	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL FOR ALL RAILWAYS	20½	71	170	272½	288½	423½	626½	839½	1,567½	2,353½	2,519½	2,966½	3,372½	3,568½	3,936½	4,016½

(*a*) Acquired from the Bengal Government and included with Eastern Bengal.

(*b*) Included with Northern Bengal.

of Railways in India since their commencement—*continued.*

the end of each Year.															Railways.
1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
																PROVINCIAL STATE.
28	28	28	28	28	28	28	28	28	28	28	28	28	43	55½	(c)	Calcutta and South-Eastern (a).
27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	Nalhátí.
—	—	—	—	—	—	—	—	134½	232	243½	243½	266½	280	289	286	Northern Bengal (including Kaunia-Dharlla).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Kaunia-Dharlla (b).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Poradaha-Damukdia (c).
—	—	—	—	—	53	45	45	79	79	85	85	85	85	193	227	Tirhoot.
—	—	—	—	—	—	—	—	—	—	57	57	57	57	57	57	Patna-Gya.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19½	Náráyanganj-Dacca-Mymensingh.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	249	Cawnpore-Achnera.
—	—	—	—	—	—	29	29	29	29	29	29	53	52	52	(d)	Hathras-Muttra-Achnera (d).
—	—	—	—	—	—	—	—	—	—	—	49½	86	86	86	(d)	Cawnpore-Farukhabad (d).
—	—	—	—	—	—	—	—	—	—	—	12	12	12	12	12	Dildárnagar-Gházipur.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	36	Bareilly-Pilibheet.
—	—	—	—	—	—	—	—	—	—	—	53	98	149	149	149	Nágpur-Chhattisgarh.
—	—	—	—	—	—	—	—	161	161	161	161	161	161	254	254	Burma.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	51	65	Amritsar-Pathánkot.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	48	(e)	Rupar-Nálagarh. (e)
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	26½	Kokilamukh.
55½	55½	55½	55½	55½	108½	129½	129½	458½	556½	629½	745½	873½	963½	1,273½	1,390½	Total State—Provincial.
																NATIVE STATES.
—	—	—	—	—	—	—	—	—	—	—	—	—	11½	11½	57	Bhopal-Itarsi.
—	—	—	—	—	—	—	—	—	—	—	105	192½	192½	193	193	Bhávnagar-Gondal.
—	—	—	—	20	20	20	20	20	20	40½	56½	60½	60½	58½	58½	His Highness the Gaekwar's.
—	—	—	—	—	—	—	—	—	—	—	—	—	18½	18½	64	Jodhpore.
—	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	Khámgaon.
—	—	6	6	6	6	6	6	6	6	6	6	6	6	6	6	Amráoti.
—	—	—	—	—	121	121	121	121	121	121	121	121	121	121	121	His Highness the Nizam's.
—	—	—	—	—	—	—	—	—	—	—	—	58	86	87	140	Mysore.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	Rájpura-Patiála.
—	8	14	14	34	155	155	155	155	155	175½	290½	445½	503½	503½	663½	Total—Native States.
4,264½	4,775	5,077½	5,370½	5,695	6,227½	6,519	6,833	7,322½	8,212½	8,492½	9,308	9,892½	10144½	10832½	12004½	TOTAL FOR ALL RAILWAYS.

(a) Transferred to "State Imperial" and included with Eastern Bengal.
(b) Rupar Branch, 48 miles, closed.
(c) Included with Cawnpore-Achnera.

CHAPTER III.

MINERAL RESOURCES.

Petroleum.

The following brief description of the results obtained so far on the experimental petroleum boring at Khatun under the Biluchistan Agency is of general interest and may have important influence on railway working.

Boring was commenced in February last, and after some considerable boring and working difficulties had been overcome, two veins of oil were struck at 28 feet and 36 feet depth, respectively. On the 6th March drilling was stopped and the oil tested. A pump was improvised and during the hour or so that pumping was continued, the thick oil came out in a stream of over 6 inches in diameter. Next day pumping was continued for 7½ hours, with the result that about 2,000 gallons of oil was collected and there was no appearance of the oil giving out. Pumping then ceased as it was useless to raise more oil until storage was obtained.

The boring is now being cased off and the drilling will be carried to a greater depth with a view to obtaining a lighter gravity oil and arrangements are being made for further borings.

The oil obtained is now being used in the boiler furnace with very satisfactory results, and it is proposed to adapt some of the engines of the Sind-Pishin Line for experiments with the oil as fuel.

Coal.

2. The working of the Umaria Colliery in the Rewa Coal fields has been commenced under Government management and is progressing favourably. Coal is being collected both from deep shaft and surface workings in readiness for distribution by the Katni-Umaria Railway now under construction. Experiments with small quantities of this coal showed it to be of excellent quality.

The Singareni coal fields have been explored with the result that a considerable area of good coal has been tested at Singareni. The coal is found at a moderate depth and the seam is of great thickness. This field will be of great importance to the Nizam's Railway and also to the Bellary-Kistna Railway, now both under construction.

At the Mohpani coal mines there is stated to be a steady improvement in the outturn and a further considerable increase may be looked for on the completion of the Helen pit.

At the Hingir coal fields (now known as the Rampur coal fields) the reconnaissance proving favourable, preliminary steps for the commencement of boring operations have been taken. This coal supply will be opened up by the Nagpur-Bengal Railway, work on which was started this season.

The further coal explorations in the Salt Range near Pind Dadun Khan commenced in October 1884 have yielded more favourable results than were anticipated. The number of out-crops are eighteen and the lengths of exposed coal seam and coal shale aggregate two miles. The average thickness of coal is reported as 15 inches. The total area of limestone which overlies the coal is 125 square miles, so that if under only a small portion of this a continuous coal seam of good quality can be found, it would have most important results. Two places have been selected at present for trial operations, Chitteedand and Dandot. At the former the new experimental drift disclosed good coal 30 inches thick and promises to continue. At the latter also a coal seam 30 inches thick has been found in one drift and experimental borings to examine the extent of the field are in progress. These researches which have so far been found so favourable are now being continued.

The experiments with the Makum coal, alluded to in last year's report, are not yet sufficiently advanced for a definite report on its quality, but the result of the trial so far shows that the coal has a high evaporating power even under unfavourable conditions. It is, however, a coal that will bear very little handling or exposure to weather as it is so soft that it falls to pieces with a slight blow. The high price at which this coal is still offered would moreover prevent its extensive use out of Assam.

Bengal iron-works.

3. In April 1884 the Secretary of State sanctioned the continuance of the working of the iron works for a further period of one year. In August 1884 provision was made for a 2nd blast furnace and orders for 150,000 Denham-Olphert's pattern cast-iron sleepers have been given to these works during the year.

Fuel consumption.

4. The fuel consumed on railways during the year 1884 compares as follows with the quantities of 1883 :—

	Coal.		Coke.	Patent Fuel.	Wood.
	English.	Country.			
	Tons.	Tons.	Tons.	Tons.	Tons.
1884 - -	197,342	436,804	12,805	18,657	216,443
1883 - - -	197,490	480,050	13,443	10,549	200,413

The average cost of English coal in Bombay during the year has been Rs. 17-2-6 per ton, whereas the price of Indian coal at the pit's mouth (excluding the collieries of the East Indian Railway, which turned out coal at a cost of Rs. 1-11 per ton and issue now their steam coal to the locomotive department at Rs. 2-3) varies from Rs. 3 for Raneegunge coal to Rs. 9 per ton for Mohpani coal.

The statement following gives the description of fuel used on the several railways in India, the source whence it is obtained, and the average cost and consumption per train mile during the year 1884.

Railway.	Gauge.	Source and description of fuel used.	Total consumed.	Average cost per ton.	Per train-mile.		Consumption per 1,000 ton miles during the first half of 1884.
					Consumption.	Cost.	
			Tons.	Rs.	lbs.	As.	lbs.
East Indian (*a*)	5′ 6″	Bengal coal	195,308	1·93	48·47	0·67	145·52
Guaranteed.							
Madras	5′ 6″	Wood and patent fuel	(*b*) 99,621	(*b*) 5·07	91·69	3·32	(*b*) 410·98
South Indian	3′ 3⅜″	English and Australian coal	20,079	16·33	27·04	3·16	187·31
Great Indian Peninsula (*c*)	5′ 6″	English, Warora, Mohpani, Bengal and Umaria coal and wood	170,087	12·90	47·33	4·36	182·64
Bombay, Baroda and Central India.	5′ 6″	English coal and wood	40,835	16·34	46·55	5·43	126·65
Sind, Punjab and Delhi	5′ 6″	English and Bengal coal, patent fuel and wood	43,698	19·97	35·19	5·02	140·70
Oudh and Rohilkhand	5′ 6″	Bengal coal	27,800	11·83	47·50	4·01	167·48
Assisted Companies.							
Southern Mahratta	3′ 3⅜″	English coal and wood	1,253	30·13	22·33	4·80	152·49
Bengal Central (*d*)	5′ 6″	—	—	—	—	—	—
Bengal and North-Western	3′ 3⅜″	Bengal coal	711	17·00	23·01	2·79	—
Deoghur	3′ 3⅜″	Bengal coal	245	5·30	31·00	1·20	—
Assam	3′ 3⅜″	Assam coal	946	(*e*) 13·50	22·19	2·00	—
Darjeeling-Himalayan	2′ 0″	Bengal coal	1,684	18·00	30·60	3·80	—
Rohilkhand-Kumaon (*f*)	3′ 3⅜″	—	—	—	—	—	—
Imperial State.							
Punjab Northern	5′ 6″	Wood, patent fuel, and English, Bengal and Salt Range coal	15,624	28·47	34·90	7·10	145·75
Indus Valley	5′ 6″	Wood and English coal	(*b*) 77,921	(*b*) 5·17	100·67	3·72	(*b*) 264·56
Rajputana-Malwa	3′ 3⅜″	English and Bengal coal and wood	67,700	21·48	33·25	5·10	188·97
Eastern Bengal (*g*)	5′ 6″	Bengal coal	26,736	8·01	56·28	3·22	(*h*) 217·32
Sindia (*i*)	5′ 6″	—	—	—	—	—	—
Dhond-Manmad (*j*)	5′ 6″	—	—	—	—	—	—
Wardha Coal	5′ 6″	Warora coal	3,329	2·83	95·61	1·93	385·76
Provincial State.							
Calcutta and South-Eastern (*d*)	5′ 6″	—	—	—	—	—	262·72
Nalhati	4′ 0″	Bengal coal	357	7·23	18·98	0·98	349·85
Northern Bengal	3′ 3⅜″	Bengal coal	10,496	12·22	30·95	2·70	211·11
Kaunia-Dharlla	2′ 6″	Bengal coal	259	17·04	23·02	2·80	475·05
Tirhoot	3′ 3⅜″	Bengal coal	6,464	9·32	31·31	2·23	218·34
Patna-Gya (*i*)	5′ 6″	—	—	—	—	—	—
Cawnpore-Achnera	3′ 3⅜″	Bengal coal	5,291	16·11	32·52	3·74	201·26
Dildarnagar-Ghazipur (*i*)	5′ 6″	—	—	—	—	—	—
Bareilly-Pilibheet (*f*)	3′ 3⅜″	—	—	—	—	—	—
Nagpur-Chhattisgarh	3′ 3⅜″	Warora coal	10,355	8·47	61·70	3·73	300·01
Burma	3′ 3⅜″	English coal, patent fuel and wood	6,333	18·85	20·18	2·70	134·72
Amritsar-Pathankot	5′ 6″	—	1,530	19·97	37·75	5·10	—
Kokilamukh	2′ 0″	Assam coal	14	28·00	49·00	9·80	—
Native States.							
Bhopal-Itarsi (*j*)	5′ 6″	—	—	—	—	—	—
Bhavnagar-Gondal	3′ 3⅜″	English coal	2,991	21·19	23·10	3·50	155·21
His Highness the Gaekwar's	2′ 6″	English coal and wood	579	22·87	21·26	3·48	322·73
Jodhpur	3′ 3⅜″	Bengal coal	282	31·80	20·94	4·76	—
Khamgaon, Amraoti (*j*)	5′ 6″	—	—	—	—	—	—
	5′ 6″	—	—	—	—	—	—
His Highness the Nizam's	5′ 6″	Wood	(*b*) 10,768	(*b*) 3·36	76·67	1·84	(*b*) 371·00
Mysore	3′ 3⅜″	Wood	(*b*) 5,327	(*b*) 4·03	108·86	3·13	(*b*) 771·23
Rajpura-Patiala (*h*)	5′ 6″	—	—	—	—	—	—

(*a*) Includes the Branch State Lines worked by the Undertaking.
(*b*) In terms of wood.
(*c*) Includes Dhond-Manmad, Khamgaon and Amraoti State Railways.
(*d*) Worked by the Eastern Bengal State Railway.
(*e*) This is the rate shown by the Locomotive Superintendent; but it is considered too high by the Chief Commissioner, and has been referred by him to the Agent and General Manager.
(*f*) Returns not received.
(*g*) Includes the Calcutta and South-Eastern Railway.
(*h*) Exclusive of the Calcutta and South-Eastern State Railway.
(*i*) Worked by the East Indian Railway.
(*j*) Worked by the Great Indian Peninsula Railway.
(*k*) Worked by the Sind, Punjab and Delhi Railway. No separate account was kept of fuel consumption.

CHAPTER IV.

STORES.

Stores administration.

The work of the State Railway Stores Department has been carried on during the past year on the same plan as previously. It has not yet been practicable to issue revised rules for indenting officers being placed in direct communication with the India Office. It is, however, hoped that these rules will very shortly issue, when the work of the stores section of the Director General of Railways office will be materially reduced.

Expenditure in England.

2. The total expenditure on State Railway Stores purchased in England, through the agency of the India Office, during the 12 months ended the 31st December 1884, has been—

	£
A. Iron bridge work	123,455
B. Engineer's plant	6,314
C. Workshop machinery	12,933
D. Permanent way	198,490
E. Locomotive and rolling stock	486,475
F. Station materials and fencing	22,577
G. Tools and stores	32,938
Total	£883,182

Expenditure in India.

3. The total expenditure by the Port Storekeepers for State Railway Stores purchased locally during 1884–85 has been—

	Rs.
Calcutta	11,60,000
Bombay	13,43,850
Kurrachee	8,08,000
Total	Rs. 33,11,850

Cost of establishment at ports.

4. The cost of the several Port Store establishments for the official year, 1884–85, has been—

	Rs.
Calcutta	25,900
Bombay	27,550
Kurrachee	15,500
Total	Rs. 68,950

Ships employed.

5. The number of ships employed in bringing out State Railway Stores during the calendar year 1884 was—

	No.	Tons.
To Calcutta	89	11,344
„ Bombay	102	27,549
„ Kurrachee	64	33,282
„ Madras	17	5,937
„ Rangoon	12	3,109
Total	284	81,221

Insurance.

6. It is not known in India what expenditure has been incurred in England under the system of partial insurance, introduced by the Secretary of State in 1883, and, therefore, it is impossible to say whether the State has benefited or suffered by the change.

The result to the State Railway Department, however, will be apparent from a perusal of the following figures relating to the actual transactions of 1884–85 :—

	£
The value of "productive" and "protective" railway stores invoiced from home during 1884–85 was - -	835,582
The losses at sea for the same period were—	
(*a.*) By the wreck of the s.s. "Eldorado" in February 1885 (about) - - - - -	1,942
(*b.*) Value of materials landed damaged or broken, and not recoverable from owners of vessels -	221
(*c.*) Payments of general average contributions to the steam ships "Dago," "Werneth Hall," and "Galatia" - - - - - -	272
Total losses	2,435

Under the old system of non-insurance the actual losses would have been apportioned over all the State lines concerned, whereas under present arrangements the State Railway Department, in consideration of being relieved of all sea risks, has to pay to the Civil Department 1 per cent. on the invoiced value of the stores received; and as the 1 per cent. charge for 1884–85 amounts to 8,355*l.* against losses, totalling to only 2,435*l.*, it is clear that for that year the State Railway Department is loser to the extent of (8,355—2,435) = 5,920*l.*

Reserve stores.

7. During the calendar year 1884 the reserve stores at the three ports were reduced to the extent shown below :—

—	Stores Depôt at	Balance on 1st January 1884.	Balance on 31st December 1884.	Decrease.	Increase.	Remarks.
		£	£	£	£	
Stores for Productive and Protective Railways - - -	Calcutta -	44,056	36,173	7,883	—	The conversion of "Indian" into "English" currency has here been made on the basis of 10 rupees being equal to 1*l.*
	Bombay -	31,490	21,112	10,378	—	
	Kurrachee	41,346	15,710	25,636	—	
Stores originally imported for the Frontier State Railways	Bombay -	939	Nil	939	—	
	Kurrachee -	70,913	Nil	70,913	—	
	Total -	188,744	72,995	115,749	—	
	Net decrease	—	—	115,749	—	

TABLE showing the NUMBER of LOCOMOTIVES and VEHICLES owned by the various OPEN LINES.

Railway.	Locomotives.		Coaching Vehicles.		Goods Vehicles.		Brake Vans.		Total Number of Vehicles.		Remarks.
	Number on 31st December 1883.	Number on 31st December 1884.	Number on 31st December 1883.	Number on 31st December 1884.	Number on 31st December 1883.	Number on 31st December 1884.	Number on 31st December 1883.	Number on 31st December 1884.	Number on 31st December 1883.	Number on 31st December 1884.	
5′ 6″ GAUGE.											
East Indian (*a*)	550	558	1,091	1,178	8,551	8,561	340	341	9,982	10,070	
GUARANTEED.											
Madras	157	157	465	465	2,850	2,840	138	138	3,453	3,443	
Great Indian Peninsula (*b*)	455	499	910	910	7,815	7,778	526	566	9,251	9,254	
Bombay, Baroda, and Central India. (*c*)	99	103	356	356	2,955	3,030	63	63	3,374	3,449	
Sind, Punjab, and Delhi	159	159	567	583	3,393	3,393	114	117	4,074	4,093	
Oudh and Rohilkhand	125	125	281	330	3,096	3,167	70	75	3,447	3,572	
ASSISTED COMPANIES.											
Bengal Central (*e*)	—	—	—	—	—	—	—	—	—	—	
IMPERIAL STATE.											
Punjab Northern	83	82	248	260	1,251	1,252	118	118	1,617	1,630	
Indus Valley (*d*)	167	167	311	301	2,030	2,879	125	112	3,116	3,292	
Sind-Pishin, Southern Section. (*f*)	—	—	—	—	—	—	—	—	—	—	
Eastern Bengal (*l*)	48	72	182	305	1,033	1,571	31	48	1,246	1,924	
Sindia (*g*)	—	—	—	—	—	—	—	—	—	—	
Patri (*h*)	—	—	—	—	—	—	—	—	—	—	
Dhond-Manmad (*j*)	—	—	—	—	—	—	—	—	—	—	
Wardha Coal	7	7	12	14	221	228	8	10	241	312	
PROVINCIAL STATE.											
Calcutta and South-Eastern.	12	(*e*)	95	(*e*) 1	266	(*e*)	9	(*e*)	370	(*e*)	
Patna-Gya (*g*)	—	—	—	—	—	—	—	—	—	—	
Dildarnagar-Ghasipur (*g*)	—	—	—	—	—	—	—	—	—	—	
Amritsar-Pathankot	—	5	—	24	—	40	—	5	—	69	
NATIVE STATES.											
Bhopal-Itarsi (*j*)	—	—	—	—	—	—	—	—	—	—	
Khamgaon (*j*)	—	—	—	—	—	—	—	—	—	—	
Amraoti (*j*)	—	—	—	—	—	—	—	—	—	—	
Rajpur-Patiala (*k*)	—	—	—	—	—	—	—	—	—	—	
His Highness the Nizam's	9	9	53	59	118	136	16	15	187	210	
Total 5′ 6″ Gauge	1,871	1,943	4,571	4,785	34,229	34,865	1,558	1,608	40,358	41,318	

(*a*) Includes Sindia, Patna-Gya, and Dildarnagar State Railways.
(*b*) Includes Dhond and Manmad, Bhopal-Itarsi, and Berar State Railways.
(*c*) Includes Patri Branch.
(*d*) Includes Sind-Pishin (Southern Section).
(*e*) Included with the Eastern Bengal Railway.
(*f*) Worked by the Stock of the Indus Valley.
(*g*) Worked by the Stock of the East Indian.
(*h*) Worked by the Stock of the Bombay, Baroda and Central India.
(*j*) Worked by the Stock of the Great Indian Peninsula.
(*k*) Worked by the Stock of the Sind, Punjab and Delhi.
(*l*) Includes the Bengal Central Railway and the Calcutta and South-Eastern State Railway.

TABLE showing the NUMBER of LOCOMOTIVES and VEHICLES owned by the various OPEN LINES—*cont.*

Railway.	Locomotives.		Coaching Vehicles.		Goods Vehicles.		Brake Vans.		Total Number of Vehicles.		Remarks.
	Number on 31st December 1883.	Number on 31st December 1884.	Number on 31st December 1883.	Number on 31st December 1884.	Number on 31st December 1883.	Number on 31st December 1884.	Number on 31st December 1883.	Number on 31st December 1884.	Number on 31st December 1883.	Number on 31st December 1884.	
METRE AND SMALLER GAUGE.											
GUARANTEED.											
South Indian (*a*)	122	122	449	449	1,584	1,563	95	85	2,128	2,097	
ASSISTED COMPANIES.											
Southern Mahratta (*b*)	—	31	—	62	—	577	—	17	—	656	
Bengaland North-Western	—	11	—	37	—	175	—	7	—	219	
Deoghur (*b*)	2	2	10	10	6	6	—	—	16	16	
Tarakessur (*c*)	—	—	—	—	—	—	—	—	—	—	
Assam (*b*)	12	12	43	13	154	283	13	13	210	309	
Darjeeling-Himalyan (2′ gauge). (*b*)	15	13	31	34	31	31	—	—	112	116	
Rohilkhand-Kumaun (*c*)	—	—	—	—	—	—	—	—	—	—	
Pondicherry (*d*)	—	—	—	—	—	—	—	—	—	—	
Thotone-Duyinzick (*e*)	—	—	—	—	—	—	—	—	—	—	
IMPERIAL STATE.											
Sind-Sagor, Eastern Section.	12	12	33	33	224	224	10	10	267	267	
Rajputana-Malwa	317	373	885	995	5,302	5,384	233	236	6,420	7,115	
PROVINCIAL STATE.											
Nalhati (4′ gauge)	4	4	12	12	24	24	—	2	36	38	
Northern Bengal	36	38	122	132	780	860	30	28	932	1,020	
Kannia-Dharila (2′ 6″ gauge).	4	5	10	16	40	67	4	4	54	87	
Tirhoot	29	34	84	100	487	507	20	20	591	627	
Narayanganj-Dacca-Mymensingh. (*e*)	—	—	—	—	—	—	—	—	—	—	
Cawnpore-Achnera	16	35	118	150	420	517	14	14	552	681	
Bareilly-Pilibheet (*c*)	—	—	—	—	—	—	—	—	—	—	
Nagpur-Chhattisgarh	16	25	55	51	549	726	18	18	622	796	
Burma	36	47	169	235	926	1,432	30	30	1,125	1,697	
Kokilamukh (2′ gauge) (*b*).	—	3	—	—	—	34	—	2	—	36	
NATIVE STATES.											
Bhavnagar-Gondal	20	20	111	111	547	549	22	22	680	682	
His Highness the Gaekwar's (2′ 6″ gauge).	6	6	27	27	187	187	6	6	220	220	
Jodhpore (*b*)	2	3	14	16	50	50	3	3	67	69	
Mysore	15	15	80	100	158	218	7	9	245	327	
Total Narrow Gauge	684	811	2,253	2,585	11,519	13,964	505	527	14,277	17,075	

(*a*) Includes Pondicherry Railway.
(*b*) Figures taken from the Traffic Returns.
(*c*) Information not supplied.
(*d*) Worked by the Stock of the South Indian.
(*e*) Opened in 1885.

CHAPTER V.

The total capital expenditure on Indian Railways up to the 31st December 1884, including lines under construction, amounted to £156,638,508, which may be allocated as follows :—

	£
East Indian	35,180,359
Guaranteed	66,377,780
Assisted Companies§	5,566,277*
State Imperial and Provincial	45,718,293†
Native States	3,795,799‡
Total	£156,638,508

The Indian expenditure on Guaranteed lines is converted into sterling at the contract rates of exchange; that on the East Indian, Eastern Bengal, and other lines at 2*s.* the rupee. On the State lines the indirect charges are not included.

2. With regard to the budget allotments for 1885–86, it is necessary to explain that, pending the orders of the Secretary of State in respect to the changes in the form of general account in connexion with the new Railway Policy, the grant under the following heads of account :—

33—Protective Works Railways,
43—Frontier Railways,
50—State Railways,

have, with the concurrence of the Finance Department, been dealt with together.

3. The amount available for outlay during 1885–86 under these heads is Rs. 4,38,27,000; arrived at as follows :—

	Rs.
Railway portion of increased fixed annual grant of Rs. 3,50,00,000 for Productive Public Works	2,80,00,000
Grant from Imperial ordinary revenues for outlay on frontier railways	50,00,000
Grant from Imperial ordinary revenues for outlay on State railways classed as protective	50,00,000
Contribution by the Government of the North-Western Provinces and Oudh, from Surplus Provincial Balances to meet outlay on railways in those Provinces, classed as Productive Public Works	7,00,000
Estimated lapse on grant for 1884–85	51,27,000
Total	Rs. 4,38,27,000

* Excluding the Rohilkhand-Kumaun, for which the accounts were not received in time, but including Bengal and North-Western, Deoghur, Assam and Darjeeling-Himalayan Railways not shown in the statement on page 46.

† Including the Eastern Bengal State Railway and Patri Branch not shown in the statement on pages 44 and 45.

‡ Includes His Highness the Gaekwar's, Jodhpore, Mysore and Rajpura-Patiala Railways not shown in the statement on pages 44 and 45.

§ Figures taken from the Traffic Return.

4. This sum has been distributed as follows:—

	Rs.
East Indian Railway	34,00,000
Eastern Bengal Railway	28,00,000

OTHER STATE RAILWAYS.

	Rs.	
India:—		
Rajputana-Malwa	16,80,000	
Holkar	2,50,000	
Sindia	50,000	
Reserve	18,500	
Stores and Miscellaneous	22,29,000	
		42,27,500
Central Provinces:—		
Wardha Coal	3,15,000	
Nagpur and Chhattisgarh	6,40,000	
Bilaspur-Etawah Survey	29,000	
Katni-Umaria	20,80,000	
Umaria Colliery	1,20,000	
		31,84,000
British Burmah:—		
Rangoon and Irrawady	1,50,000	
Rangoon and Sittang	6,07,500	
		7,57,500
Bengal:—		
Northern Bengal	2,50,000	
Tirhoot, including Eastern and Western and Mozufferpur extensions	—5,34,000	
Patna-Gya	98,000	
Nalhati	—6,000	
Narayanganj-Dacca-Mymensingh	6,50,000	
Assam-Behar { Tirhoot Section	12,09,000	
Assam-Behar { Assam-Behar Section	13,25,000	
Nagpur-Bengal	6,00,000	
		35,92,000
North-Western Provinces and Oudh:—		
Dildarnagar-Ghazipur	10,000	
Cawnpore-Achnera	4,91,000	
Bareilly-Pilibheet	10,000	
		5,11,000
Punjab:—		
Indus Valley	9,63,000	
Sind-Pishin { Southern Section	1,00,000	
Sind-Pishin { Northern Section	1,05,00,000	
Punjab Northern { Southern Section	2,50,000	
Punjab Northern { Northern Section	80,000	
Amritsar-Pathankot	1,25,000	
Rewari-Ferozepore	5,00,000	
Sind-Sagar-Doab	41,00,000	
Sind-Sagar, Eastern Section	12,50,000	
Sutlej Bridge, including Ferozepore Tramway	12,20,000	
Sind, Punjab and Delhi	2,00,000	
		1,92,88,000

	Rs.	Rs.
Madras :—		
Cuddapah-Nellore	19,00,000	
Bellary-Kistna	40,00,000	
Kadiri Extension Survey	67,000	
Damalchera-Villupuram	50,000	
		60,17,000
Bombay :—		
Dhond-Manmad	50,000	
Grand total		Rs. 4,38,27,000
Total, excluding East Indian and Eastern Bengal		Rs. 3,76,27,000

5. In addition to the above the following expenditure has been sanctioned during 1885–86 on works in connexion with railways not classed as productive :—

IMPERIAL.

	Rs.	Rs.
India :—		
Establishment Reserve and Miscellaneous	4,85,000	
Bhopal-Gwalior Railway Surveys	1,00,000	
		5,85,000
Assam :—		
Bengal-Assam Railway Surveys		1,24,000
Bengal :—		
Benares-Puri Survey	1,00,000	
Kaunia-Dhubri Survey	20,000	
		1,20,000
Punjab :—		
Umballa-Kalka-Simla Survey		35,000
Total Imperial		8,64,000

PROVINCIAL.

	Rs.	Rs.
Assam :—		
Railway Construction		68,000
Bengal :—		
Establishment		75,000
North-Western Provinces and Oudh :—		
Railway Construction	28,70,000	
,, Surveys	30,000	
		29,00,000
Madras :—		
Railway Surveys		37,000
Bombay :—		
Railway Surveys		36,000
Total Provincial		31,16,000
Total Imperial and Provincial		39,80,000

6. The total amount of capital raised by the various Guaranteed (excluding the Eastern Bengal) and Assisted Railway Companies amounted, on the 31st December 1884, to 70,459,367*l.*, as under :—

GUARANTEED RAILWAYS.

£			
54,414,079	consists of share capital	raised at	5 per cent.
1,179,519	„ „	„	4½ „
500,000	„ „	„	4½ „
1,825,800	„ debentures	„	4 „
4,326,800	„ „	„	3½ „
425,000	„ debenture stock	„	4½ „
3,086,150	„ „	„	4 „
166,899	capital not bearing interest.		
Total - 65,924,247			

7. The capital not bearing interest is made up thus :—

	£	£
Premium on share capital and debentures - -		434,935
Discount on debenture stock :—		
Stock represented as shown above - -	3,511,150	
Cash received - - - - -	3,255,148	
	256,002	256,002
Discount on debentures :—		
Amount of debentures as shown above - -	6,152,600	
Cash received - - - - -	6,140,566	
	12,034	12,034
Total discount - -		268,036
Balance excess premium - - - -		£166,899

ASSISTED RAILWAYS.

Share capital raised at 4 per cent. :—	£	£
Bengal Central - - - -	770,000	
Rohilkhand-Kumaun - - - -	180,000	
Southern Mahratta - - - -	1,885,120	
		2,835,120
Debenture raised at 3½ per cent. :—		
Southern Mahratta - - - - -		1,700,000
Total - - -		£4,535,120

8. The following tables contain the information regarding the capital transactions of State and Guaranteed Railways which has usually been given in the annual reports.

STATEMENT of DEBENTURE LOANS on 31st December 1884.

RAILWAY.	Amount.		Rate of interest.	Date on which Loan expires.	REMARKS.
	£	£			
Bombay, Baroda, and Central India	100,000		3½	5th May 1889.	
" "	88,500		3½	1st August 1891.	
		188,500			
Great Indian Peninsula	568,800		4	1st July 1885.	
"	39,500		4	1st January 1886.	
"	818,200		3½	1st January 1887.	
"	200		3½	1st January 1889.	
"	2,100		3½	1st January 1891.	
		1,428,800			
Madras	102,200		4	31st December 1885.	
"	140,000		3½	31st December 1886.	
"	97,800		3½	30th June 1887.	
"	60,000		3½	31st December 1888.	
		400,000			
Oudh and Rohilkhand	300,000		4	1st May 1885.	
"	345,000		3½	16th May 1885.	
"	500,000		3½	24th January 1887.	
"	155,000		3½	16th May 1887.	
"	615,300		4	4th June 1887.	
"	529,000		3½	16th August 1887.	
"	200,000		4	1st October 1887.	
"	740,000		3½	1st August 1888.	
"	31,000		3½	16th August 1891.	
		3,415,300			
South Indian	420,200		3½	1st July 1887.	
"	213,700		3½	1st July 1889.	
"	86,100		3½	1st July 1891.	
		720,000			
Southern Mahratta	1,445,000		3½	1st October 1891.	
"	255,000		3½	1st October 1894.	
		1,700,000			
		7,852,600			
Eastern Bengal		409,700	4	12th July 1886.	

STATEMENT of EXPENDITURE in England and India on Indian State Excluding the East Indian and

State Railways.	Expenditure appropriated.			Classification of Expenditure.				
	England.	India.	Total.	Pre-liminary Expenses.	Land.	Con-struction of Line.	Ballast and Permanent Way.	Stations and Buildings.
RAILWAYS CONSTRUCTED AND UNDER CONSTRUCTION.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Kasnia-Dharlia	—	9,22,567	9,22,567	909	14,431	88,842	4,98,681	21,470
Naihati	3,80,756	36,445	3,44,311	—	—	21,690	1,90,420	25,600
Rajputana-Malwa	2,33,27,772	6,16,49,334	8,49,77,106	18,80,568	7,24,076	2,12,68,047	2,38,96,874	1,13,36,469
Rewari-Ferozepore	—	1,08,74,024	1,08,74,024	1,03,126	52,997	6,67,186	55,04,371	14,14,586
Sutlej Bridge, Ferozepore	—	669	669	669	—	—	—	—
Holkar	34,14,677	93,36,416	1,27,51,093	2,16,987	60,004	59,45,082	23,44,510	13,33,507
Wardha Coal	9,95,432	56,25,208	66,20,640	91,642	4,726	15,73,995	20,72,998	3,85,733
Punjab Northern, Southern Section	73,74,796	3,96,44,322	4,70,19,118	8,77,414	5,84,016	1,99,75,478	1,06,00,956	28,76,522
Indus Valley	1,76,62,382	5,51,89,914	7,28,52,296	11,38,988	4,02,133	2,45,84,771	1,89,18,737	56,76,216
Northern Bengal*	56,11,072	1,57,50,244	2,13,61,316	96,768	8,17,779	57,37,427	54,78,086	26,43,387
Rangoon and Irrawaddy Valley	27,13,672	1,11,04,230	1,38,17,902	56,589	2,27,054	37,29,309	43,07,041	19,06,238
„ Sittang Valley	29,13,657	89,05,530	1,18,19,187	2,30,796	44,629	44,97,842	29,84,245	8,61,595
Sindia	14,62,381	74,66,156	89,28,537	2,64,659	20,531	51,06,984	21,67,597	6,81,004
Tirhoot (including Extensions)	30,67,192	95,19,158	1,25,86,350	48,417	3,91,150	22,57,138	50,59,580	17,81,849
Behar-Assam (Tirhoot Section)	—	5,39,327	5,39,327	93,815	48,343	1,67,403	82,107	36,248
Muzufferpore Hajeepore Extension	3,63,707	19,14,925	22,78,632	33,594	1,32,862	3,31,880	7,51,166	1,62,692
Nagpur-Chhattisgarh	23,80,541	77,68,944	1,01,49,485	2,17,799	41,728	33,67,727	26,17,430	11,76,202
Dhond-Manmad	43,15,967	59,33,471	1,02,49,438	1,28,698	96,506	32,17,441	50,18,175	7,88,117
Patna-Gya	8,59,348	30,28,525	38,87,873	6,909	64,557	6,95,490	21,66,966	4,15,357
Cawnpore-Achnera	8,84,682	97,21,839	1,06,06,521	70,498	2,18,604	21,11,408	41,10,194	10,18,962
Cawnpore-Kalpi	—	5,05,775	5,05,775	20,816	3,025	35,771	5,824	3,396
Bareilly-Pilibheet	1,69,420	11,74,279	13,43,699	50,619	36,095	2,74,189	6,41,497	1,94,374
Dildarnagar-Ghazipur	—	7,07,015	7,07,015	2,218	9,788	1,32,091	3,88,728	1,08,601
Lucknow-Seetapore and Kheri	—	78,236	78,236	77,576	—	—	—	—
Frontier Railways. Punjab Northern, Northern Section.	63,64,709	2,04,61,516	2,68,26,225	2,15,237	3,02,965	1,06,40,422	71,00,595	33,51,814
Frontier Railways. Sind-Pishin Northern Section	5,93,971	37,65,355	43,59,326	38,899	5,980	22,32,985	650,505	28,638
Frontier Railways. Sind-Pishin Southern „	13,31,245	1,23,35,252	1,36,66,497	1,94,876	27,686	19,27,997	76,21,972	10,12,305
Amritsar-Pathankot	—	53,09,922	53,09,922	44,369	1,79,257	9,99,194	28,56,337	5,41,069
Dacca-Mymensingh	9,63,690	31,05,089	40,68,779	1,30,016	2,66,294	8,54,702	12,76,971	2,91,782
Behar-Assam (Behar Section)†	—	13,48,569	13,48,569	67,547	1,44,076	5,58,524	18,455	83,984
Ranaghat-Bhagwangola	—	2,77,269	2,77,269	83,816	72,533	90,534	—	—
Jhansi-Manikpur	—	24,33,799	24,33,799	2,25,790	68,254	12,40,661	48,808	1,18,017
Bellary-Kistna	—	30,45,964	30,45,964	1,81,053	17,779	9,22,276	1,45,565	77,228
„ Hindupur Extension	—	15,756	15,756	14,760	—	900	—	—
Sind-Sagor Doab	—	20,857	20,857	11,556	—	—	—	—
Bilaspur-Etawah (Katni-Umaria Section)	—	65,198	65,198	29,600	—	1,278	—	23
Nagpur-Bengal (Central Provinces Section).	—	88,659	88,659	49,314	—	9,004	—	95
Nagpur-Bengal (Bengal Section)	—	3,79,333	3,79,333	3,15,942	2,780	12,192	—	253
Cuddapah-Nellore	—	10,57,990	10,57,990	39,360	26,888	2,89,956	3,867	29,069
Theriaghat-Companigunj Tramway	—	15,208	15,208	—	—	14,794	—	414
Kokilamukh State Railway	—	2,44,526	2,44,526	—	1,585	33,713	1,40,155	26,559
Total	8,71,51,069	32,12,93,925	40,84,44,994‖	73,41,909	50,61,111	12,56,16,318	11,96,18,913	4,04,59,375
Surveys and Railways in abeyance‡	—	16,85,273	16,85,273	13,24,163	2,267	—	—	—
NATIVE STATES.								
Umaria Colliery	—	58,388	58,388§	—	—	—	—	—
Nizam's	—	1,23,08,719	1,23,08,719	1,45,444	—	40,68,573	47,81,329	13,13,347
Bhavnagar-Gondal	—	92,92,040	92,92,040	51,338	—	31,73,619	27,75,192	9,77,260
Bhopal	—	58,33,261	58,33,261	—	13,272	33,61,028	16,41,652	2,77,014
Khamgaon	—	4,90,902	4,90,902	869	1,115	1,10,457	2,76,600	46,380
Amraoti	—	4,44,774	4,44,774	11,799	2,450	95,282	2,41,571	43,298
Bangalore-Tumkur	—	16,42,929	16,42,929	24,483	4,385	4,94,647	6,84,103	91,252
Bangalore-Mysore Metre gauge	—	43,71,386	43,71,386	94,841	53,291	10,37,761	15,02,574	4,03,861
Bangalore-Mysore Broad „	—	62,863	62,863	328	10,258	40,407	7,344	—
Tumkur-Gubbi	—	2,50,305	2,50,305	5,373	—	94,076	1,31,112	13,026
Total	—	3,47,55,567	3,47,55,567	3,33,975	84,771	1,24,75,850	1,20,43,477	31,70,438
Grand total	8,71,51,069	35,77,34,765	44,48,85,834	90,00,047	51,48,149	13,80,92,168	13,16,57,390	4,36,29,813

* The expenditure of Rs. 15,59,999-5-1 on Poradah Section has been transferred to Eastern Bengal State Railway.
† The previous expenditure included under this railway on account of Kosi Extension Survey has been transferred to Tirhoot State Railway.
‡ These figures are exclusive of surveys and projects that have been abandoned.

Railways appropriated to the various Undertakings to 31st December 1884.
Eastern Bengal State Railways.

Classification of Expenditure.							State Railways.
Steam Ferries.	Collieries.	Plant.	Rolling Stock.	Establishment.	Suspense Accounts.	Receipts on Capital Account deducted.	
							RAILWAYS CONSTRUCTED AND UNDER CONSTRUCTION.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1,20,677	—	8,444	1,60,638	8,291	184	—	Kaunia-Dharlla.
—	—	7,500	46,821	30,000	26,443	4,163	Nalhati.
—	—	19,27,523	1,38,08,719	55,87,294	46,05,518	57,977	Rajputana-Malwa.
—	—	2,17,341	16,29,336	6,28,037	6,64,917	7,873	Rewari-Ferozepore.
—	—	—	—	—	—	—	Sutlej Bridge, Ferozepore.
—	—	3,40,095	11,48,146	13,53,712	—	40,950	Holkar.
—	6,33,038	3,96,339	7,17,459	6,09,348	1,44,236	8,874	Wardha-Coal.
—	—	18,26,081	45,30,673	48,24,160	10,90,975	1,17,157	Punjab Northern, Southern Section.
5,12,322	—	24,19,494	95,24,604	69,92,846	27,85,726	98,541	Indus Valley.
4,47,048	—	8,70,278	24,46,682	21,98,733	6,68,472	43,344	Northern Bengal.*
—	—	4,05,987	21,12,815	10,79,608	—	6,239	Rangoon and Irrawaddy Valley.
—	—	2,89,532	8,91,819	8,48,131	12,29,187	8,589	,, Sittang Valley.
—	—	21,604	83,193	5,90,294	102	7,631	Sindia.
4,95,801	—	3,27,307	13,46,474	8,84,405	—	5,771	Tirhoot (including Extensions).
—	—	72,652	—	35,614	3,315	170	Behar-Assam (Tirhoot Section).
16	—	23,585	69,013	79,875	7,04,520	571	Muzufferpore-Hajeepore Extension.
—	—	4,08,069	13,23,156	7,54,870	2,48,862	6,358	Nagpur-Chhattisgarh.
—	—	1,87,768	17,298	7,73,013	38,142	15,720	Dhond-Manmad.
—	—	68,013	1,41,992	2,41,180	88,880	1,371	Patna-Gya.
—	—	2,94,546	16,46,612	5,81,092	5,55,481	871	Cawnpore-Achnera.
—	—	15,583	—	27,392	3,94,822	354	Cawnpore-Kalpi.
—	—	18,328	—	77,416	53,410	2,229	Bareilly-Pilibheet.
—	—	7,357	—	58,353	—	117	Dildarnagar-Ghazipur.
—	—	—	—	—	661	1	Lucknow-Seetapore and Kheri.
—	—	13,57,441	27,25,022	11,44,267	1,141	10,397	Frontier Railways. Punjab Northern, Northern Section.
—	—	3,02,287	—	2,47,846	8,54,174	1,988	Frontier Railways. Sind-Pishin Northern Section.
—	—	2,02,932	23,47,903	3,32,532	—	1,706	Frontier Railways. Sind-Pishin Southern ,,
—	—	36,420	4,28,360	1,38,388	90,000	3,472	Amritsar-Pathankot.
—	—	88,889	2,26,121	2,37,435	,00,268	3,694	Dacca-Mymensingh.
—	—	1,03,661	—	1,25,404	2,47,431	513	Behar-Assam (Behar Section).†
—	—	1,722	—	25,677	3,178	191	Ranaghat-Bhagwangola.
—	—	1,85,108	—	2,44,157	3,05,157	1,653	Jhansi-Manikpur.
—	—	1,64,232	—	2,82,581	12,55,361	111	Bellary-Kistna.
—	—	—	—	—	96	—	,, Hindupur Section.
—	—	—	—	—	9,301	—	Sind-Sagar Doab.
—	—	2,505	—	4,708	27,196	112	Bilaspur-Etawah(Katni-UmariaSection).
—	—	8,016	—	18,166	4,075	11	Nagpur-Bengal (Central Provinces Section).
—	—	31,766	—	16,878	117	595	Nagpur-Bengal (Bengal Section).
—	—	72,078	7,523	1,25,640	4,63,682	73	Cuddapah-Nellore.
—	—	—	—	—	—	—	Theriaghat-Companigunj Tramway.
—	—	4,976	26,060	10,501	1,037	60	Kokilamukh State Railway.
15,75,864	6,33,038	1,27,15,455	4,74,05,939	3,12,17,794	1,72,63,725	4,59,447	Total.
—	—	42,848	—	2,98,110	19,360	1,475	Surveys and Railways in abeyance.‡
							NATIVE STATES.
—	58,388	—	—	—	—	—	Umaria Colliery.
—	—	2,13,586	7,09,671	10,93,800	62,278	84,309	Nizam's.
—	—	3,41,508	12,04,000	5,03,995	2,72,756	7,628	Bhavnagar-Gondal.
—	—	6,305	—	3,36,710	2,00,438	3,158	Bhopal.
—	—	3,503	11,669	30,720	8,333	244	Khamgaon.
—	—	3,016	8,641	28,609	10,108	—	Amraoti.
—	—	47,890	75,058	80,872	1,40,989	750	Bangalore-Tumkur.
—	—	84,450	6,67,868	3,56,995	1,78,369	8,624	Bangalore-Mysore Metre gauge.
—	—	500	—	4,026	—	—	Bangalore-Mysore Broad ,,
—	—	1,336	—	4,485	897	—	Tumkur-Gubbi.
—	58,388	7,02,094	26,76,907	24,40,212	8,74,168	1,04,718	Total.
15,75,864	6,91,426	1,34,60,397	5,00,82,846	3,39,56,116	1,81,57,253	5,65,635	Grand total.

§ This sum has subsequently been refunded to the Rewah Darbar under orders of Government.
‖ Excludes Patri line for which details are not received.

Guaranteed and Assisted Railways.

Statement showing the Amount of Capital authorised to be raised for each Undertaking as now sanctioned, the Amount raised, and the Amount withdrawn, to 31st December 1884.

Railway.	Amount authorised to be raised on 31st December 1884.					Amount raised in England to 31st December 1884.						Amount raised in India to 31st December 1884.		Total Amount to 31st December 1884.	Total Amount withdrawn to 31st December 1884.
	Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest.	Total.	Share Capital.	Debentures.		Debenture Stock.		Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.		
							Amount of Debentures.	Cash received.	Stock represented.	Cash received.					
Guaranteed.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Bombay, Baroda and Central India	7,550,300	800,000	—	32,270	8,382,570	7,528,628	188,500	188,500	—	—	32,270	21,672	—	7,771,070	8,274,714
Great Indian Peninsula	20,000,000	1,928,800	2,701,450	303,789	24,934,039	19,503,103	1,428,800	1,422,316	2,701,450	2,475,559	228,860	496,897	74,929	24,201,664	24,153,947
Madras	10,265,479	400,000	—	13,064	10,678,543	10,257,630	400,000	398,950	—	—	13,064	—	—	10,669,644	10,473,028
Oudh and Rohilkhand	4,000,000	3,915,300	284,700	19,672	8,219,672	3,575,581	3,415,300	3,411,550	284,700	354,589	19,672	424,419	—	7,785,811	7,914,338
Sindh, Punjab, and Delhi	11,418,900	200,000	—	4,363	11,623,263	10,988,984	—	—	—	—	4,336	26,306	27	11,079,653	11,182,781
South Indian	3,210,378	720,000	425,000	61,777	4,417,155	3,209,157	720,000	719,250	425,000	425,000	61,722	1,221	55	4,416,405	4,378,977
Total	56,445,057	7,964,100	3,511,150	434,935	68,355,242	55,063,083	6,152,600	6,140,566	3,511,150	3,255,148	359,924	1,030,515	75,011	65,924,247	66,377,780
Assisted.*															
Bengal Central	1,000,000	—	—	—	1,000,000	770,000	—	—	—	—	—	—	—	770,000	798,500
Rohilkhand-Khamaon	200,000	—	—	—	200,000	180,000	—	—	—	—	—	—	—	180,000	180,000
Southern Mahratta	3,000,000	1,700,000	—	—	4,700,000	1,880,381	1,700,000	1,700,000	—	—	—	5,525	—	3,585,906	2,055,452
Total	4,200,000	1,700,000	—	—	5,900,000	2,830,381	1,700,000	1,700,000	—	—	—	5,525	—	4,535,906	3,033,952
Grand total	60,645,057	9,664,100	3,511,150	434,935	74,255,242	57,893,464	7,852,600	7,840,566	3,511,150	3,255,148	359,924	1,036,040	75,011	70,460,153	69,411,732

Note.—The transactions relating to Eastern Bengal Railway have been omitted owing to the line having been taken over by the State on 1st July 1884.
* Information regarding other assisted companies not available.

STATEMENT showing the AMOUNT received from and withdrawn by each Company during the Year ended 31st December 1884.

Railway.	Sums standing to the Credit of the Companies on the 31st December 1883.	Sums advanced to the Companies on the 31st December 1883.	From 1st JANUARY to 31st DECEMBER 1884.									Total received during the Year ended 31st December 1884.	Total withdrawn during the Year ended 31st December 1884.
			Amount received						Amount withdrawn				
			In England.				In India.		In England.		In India.		
			Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.	On account of Stores, Establishment, Charges, &c.	For Discharge of Debentures.	Amount.		
GUARANTEED.	£	£	£	£	£	£	£	£	£	£	£	£	£
Bombay, Baroda, and Central India	—	100,544	—	5,750	—	—3,179	—	—	168,885	288,500	—51,714*	—2,571	405,671
Great Indian Peninsula	—	410,059	—	708,843	—	—	—	—	541,401	—	—290,335*	708,843	251,066
Madras	66,909	—	—	153,450	—	12	—	—	78,018	—	—54,269*	153,462	23,749
Oudh and Rohilkhand	—	87,436	—	1,056,250	—	53	—	—	340,627	260,000	496,767	1,056,303	1,097,394
Sind, Punjab, and Delhi	—	54,021	—	—	—	—	—	—	157,778	—	—108,672*	—	49,106
South Indian	—	33,450	—866	588,450	—	—4,134	—	—	77,371	484,200	—48,999*	583,450	512,572
Total	66,909	685,510	—866	2,512,743	—	—7,248	—	—	1,364,080	1,032,700	—57,222	2,504,629	2,339,558
ASSISTED.†													
Bengal Central	2,896	—	120,000	—	—	—	—	—	151,396	—	—	120,000	151,396
Rohilkhand-Kumaon	25,000	—	20,000	—	—	—	—	—	45,000	—	—	20,000	45,000
Southern Mahratta	607,251	—	155,856	1,700,000	—	—	3,250	—	294,699	—	641,204	1,859,106	935,908
Total	635,147	—	295,856	1,700,000	—	—	3,250	—	491,095	—	641,204	1,999,106	1,132,299
Grand total	702,056	685,510	294,990	4,212,743	—	—7,248	3,250	—	1,855,175	1,032,700	583,982	4,503,735	3,471,857

* Transfers of Expenditure to Revenue Account, Sale proceeds of Stores, Refunds, &c., exceeded by these sums the amounts withdrawn in India on Capital Account during the year.
† Information regarding other assisted companies not available.

STATEMENT of WITHDRAWALS out of CAPITAL for EXPENDITURE; showing the Amount withdrawn in England and in India by all the Guaranteed, Bengal Central and Rohilkhand-Kumaun Railway Companies during each Financial Year from the commencement, to 31st March 1885.

Year.	England.	India.	Total.
	£	£	£
1849–50	69,211	6,682	75,893
1850–51	61,164	38,099	99,263
1851–52	154,212	197,111	351,323
1852–53	174,920	252,640	427,560
1853–54	252,484	418,165	670,649
1854–55	960,878	769,278	1,730,156
1855–56	1,935,074	1,431,337	3,366,411
1856–57	1,752,813	1,762,287	3,515,100
1857–58	1,328,243	2,094,825	3,423,068
1858–59	1,941,033	3,551,075	5,492,108
1859–60	2,508,668	4,662,796	7,171,464
1860–61	2,388,315	5,190,400	7,578,715
1861–62	1,597,430	5,004,782	6,602,212
1862–63	1,852,393	4,010,951	5,863,344
1863–64	1,415,146	3,340,507	4,755,653
1864–65	1,396,821	2,725,419	4,122,240
1865–66	2,222,679	3,414,187	5,636,866
1866–67	3,958,357	3,339,346	7,297,703
1867–68	3,924,490	3,195,591	7,120,081
1868–69	1,702,452	2,165,475	3,867,927
1869–70	2,298,680	2,444,171	4,742,851
1870–71	1,899,054	1,877,216	3,776,270
1871–72	886,996	1,609,732	2,496,728
1872–73	822,995	*345,750**	477,245
1873–74	1,028,032	*334,979**	693,053
1874–75	1,174,893	*86,982**	1,087,911
1875–76	1,151,585	*200,779**	950,806
1876–77	1,222,846	*507,387**	715,459
1877–78	1,793,662	*469,678**	1,323,984
1878–79	1,786,234	*773,611**	1,012,623
1879–80	1,256,417	*906,857**	349,590
1880–81	941,782	*506,992**	434,760
1881–82	1,211,022	*368,587**	842,435
1882–83	1,236,087	*486,944**	749,143
1883–84	1,699,138	*5,333**	1,693,805
Total expenditure to end of 1883–84	52,006,206	48,508,193	100,514,399
Deduct withdrawals by East Indian Railway Company	12,276,504	18,620,297	30,896,801
Total expenditure to end of 1883–84	39,729,702	29,887,896	69,617,598
1884–85 (partly estimated)	1,538,700	145,100	1,393,600
	41,268,402	29,742,796	71,011,198
Deduct withdrawals by Eastern Bengal Railway Company	1,771,648	1,511,580	3,283,228
Total	39,496,754	28,231,216	67,727,970

* Net credits in India.

STATEMENT of CAPITAL WITHDRAWALS in England and in India by the Southern Mahratta Railway Company during each financial year from the commencement, to the 31st March 1885.

Year.	England.	India.	Total.
	£	£	£
1882–83	130,973	579,995	710,968
1883–84	235,205	408,116	643,321
Total expenditure to end of 1883–84	366,178	988,111	1,354,289
1884–85 (revised estimate)	353,800	870,000	1,223,800
Total	719,978	1,858,111	2,578,089

CHAPTER VI.

LINES OPEN FOR TRAFFIC.

PERSONS EMPLOYED.

Numbers employed.

On pages 52 and 53, detailed information is given regarding the number of employés of all races on open lines of railway in India. This may be summarised thus :—

Year ending.	Number of Employés.				No. of miles open.	No. of Stations.
	Europeans.	East Indians.	Natives.	Total.		
30th September 1883 - -	3,995	3,979	177,287	185,261	*10,424¾	1,403
30th September 1884 - -	4,069	4,250	189,429	197,748	11,130¾	1,448

* Includes the Eastern Bengal Railway and branches which were omitted from the Numerical Return for 30th September 1884.

It will be seen that the natives form 95·79 per cent. of the entire body of servants. The increase in the number of employés is due mainly to the increased length of line open, the per-centage of increase in the total number was 6·74 against 6·77 in the length of railways worked. Under Europeans there was an increase of 1·85 per cent., under East Indians 6·81 per cent., and under natives 6·85 per cent.

Casualties.

2. The per-centage of casualties among Europeans and East Indians from various causes is given below, for the two years ending 30th September 1883 and 1884.

	1883.		1884.	
	Europeans.	East Indians.	Europeans.	East Indians.
Death - - - - -	2·15	1·10	1·35	1·07
Resignation or discharge - - -	13·23	15·41	13·05	13·49
Dismissal - - - - - -	4·52	5·80	5·06	4·44
Total - - -	19·90	22·31	19·46	19·00

Accidents.

3. The following statement gives the total numbers of persons killed and injured in connexion with railway working, and the abstract on page 56 the number of accidents to trains during the last two years :—

	Passengers.						Railway Servants or Servants of Contractors.						Other Persons.								Total all Classes.	
	From Causes beyond their own Control.		From their own Misconduct or want of Caution.		Total.		From Causes beyond their own Control.		From their own Misconduct or want of Caution.		Total.		Whilst passing over Railways at Level Crossings.		Trespassers and Suicides.		Miscellaneous not included in preceding Columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1883	2	49	31	113	33	162	12	70	137	340	149	410	9	6	122	34	21	18	152	58	334	630
1884	13	59	34	77	46	136	29	72	111	341	140	413	11	6	150	26	19	17	180	49	366	598

The number of train accidents per 1,000 train miles was 0·07 against 0·08 in 1883. There were 11 passengers killed from causes beyond their own control in connexion with this class of accidents during 1884, being an average of one per $6\frac{7}{10}$ millions of passengers travelling; 51 were injured, or an average of one per $1\frac{9}{20}$ millions. The total number of killed and injured, viz., 62, gives an average of 54 millions of miles travelled for each casualty.

Two very serious accidents occurred during the year. On the Sind, Punjab, and Delhi Railway, between Kana and Raewind Stations, on the 30th May 1884, a ballast train was derailed. Fourteen coolies were killed and 14 injured by this accident.

On the Eastern Bengal Railway the down mail train came into collision with an up goods train at Aranghata on the night of the 2nd October 1884, causing death to 11 passengers and 4 railway servants, and injury to 14 passengers and 1 railway servant, and considerable damage to the rolling stock.

Police.

4. The statement on page 57 gives certain details regarding the cost of police, &c., on open lines of railway for the year 1884.

Numerical Return of all Races employed on Open Lines of Railway and on the River Steamer Services on the 30th September 1884.

NUMERICAL RETURN of all Races employed on Open Lines of Railway

Railways.	General Administration, including Agency, Audit, Account, Paymasters, Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.				Traffic and Telegraph Departments.				Engineer's Department.			
	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
East Indian (includes the Patna-Gya, Dildarnagar-Ghazipur and Sindia State Railways).	73	37	2,580	2,690	354	242	10,236	10,832	90	61	19,701	19,852
GUARANTEED.												
Madras	18	46	551	615	78	418	2,395	2,891	23	83	4,091	4,197
South Indian (includes Pondicherry line).	8	23	298	329	26	67	1,687	1,780	9	38	2,909	2,956
Great Indian Peninsula (includes Dhond-Manmad and Berar State Railways).	30	33	1,113	1,182	290	212	5,458	5,960	64	20	17,449	17,533
Bombay, Baroda and Central India (includes Patri line).	16	37	713	765	15	30	2,237	2,282	21	4	2,792	2,817
Sind, Punjab and Delhi	49	33	1,040	1,122	118	70	2,881	3,069	41	11	5,111	5,163
Oudh and Rohilkhand	24	27	782	833	42	19	1,458	1,519	21	9	5,078	5,108
IMPERIAL STATE.												
Eastern Bengal (includes the Calcutta and South-eastern, the Damukdia Branch of the Northern Bengal State Railway and Bongong and Dum-Dum Sections of the Bengal Central Railway).	14	9	589	612	75	46	2,106	2,227	10	4	2,084	2,098
Punjab Northern	13	7	259	279	44	28	912	984	14	3	1,928	1,945
Indus Valley (includes Steam Ferry)	16	15	515	546	59	63	1,332	1,454	30	6	2,647	2,683
Rajputana-Malwa (includes the Rewari-Ferozepore Railway).	48	(b) 58	1,400	1,506	74	155	3,322	3,551	41	15	8,618	8,674
Wardha Coal	2	4	54	60	1	2	83	86	—	—	197	197
PROVINCIAL STATE.												
Nalhati (c)	—	—	9	9	—	—	22	22	—	—	70	70
Northern Bengal (includes Steam Ferry).	—	—	186	195	9	14	617	640	12	1	1,816	1,829
Kaunia-Dhurlla (includes Steam Ferry)	—	—	10	10	1	—	42	43	—	—	164	164
Tirhoot (includes Steam Ferry)	5	—	193	198	3	30	441	474	6	—	1,988	1,994
Cawnpore-Achnera	6	9	174	189	19	9	510	538	8	4	1,297	1,309
Nagpur and Chhattisgarh	5	5	229	239	12	21	269	302	5	5	804	814
Burma	11	14	89	(d)114	11	82	370	462	7	28	1,949	1,984
NATIVE STATES.												
Bhavnagar-Gondal	4	5	185	194	3	7	367	377	3	2	641	646
Gaekwar of Baroda's	—	—	14	14	—	1	49	50	—	—	137	137
Nizam's	3	8	165	176	6	28	182	216	3	4	574	581
Mysore	5	5	68	78	4	7	219	230	—	4	435	439
Jodhpore (f)	—	—	—	—	—	—	—	—	—	—	—	—
ASSISTED COMPANIES.												
Southern Mahratta	12	20	98	130	5	20	204	229	5	11	918	934
Bengal and North-Western	2	2	12	16	5	—	128	133	3	—	—	3
Assam (g)	—	—	—	—	—	—	—	—	—	—	—	—
Darjeeling-Himalayan	3	—	31	34	3	—	104	107	7	1	403	411
Total Indian Railways	377	401	11,357	12,135	1,257	1,870	37,631	40,458	423	314	83,801	84,538

and on the River Steamer Services on the 30th September 1884.

Locomotive and Carriage and Waggon Departments, including Steamboat Establishments.				Total.				Number of Miles Open.	Number of Stations.	Remarks.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.			
476	253	11,971	12,700	993	593	44,488	46,074	1,653	185	
99	407	3,276	3,773	209	954	10,313	11,476	861	117	
37	284	2,665	2,986	80	412	7,559	8,051	662½	101	
426	240	9,851	10,517	816	505	33,871	35,192	1,455½		
74	38	2,173	2,285	125	109	7,915	8,149	461	80	
141	55	4,693	4,889	349	169	13,725	14,243	706	99	
67	34	3,643	3,744	154	89	10,961	11,204	547	80	
99	30	2,314	2,443	198	89	7,093	7,380	(a)	(a)	(a) Information not furnished.
73	13	1,417	1,503	144	51	4,516	4,711	444½	54	
143	22	2,888	3,053	246	106	7,382	7,736	660	76	
207	290	6,059	6,556	370	518	19,399	20,287	1,260	176	(b) Includes 2 Jews.
7	11	474	492	10	17	808	865	45	4	
—	2	31	33	—	2	132	134	27½	7	(c) Establishment under Audit and Accounts cannot be distinguished, and is, therefore, excluded from this return and included in that of the Tirhoot State Railway.
26	54	842	902	52	53	3,461	3,566	249½	30	
—	2	115	117	1	2	331	334	69	10	
12	21	1,061	1,094	26	51	3,683	3,760	193	28	
13	9	504	531	51	31	2,485	2,567	240	30	
17	53	585	660	39	89	1,887	2,015	148½	21	
19	47	702	768	48	170	3,110	3,328	253	(e) 42	(d) Not including Police, which is under the control of the Inspector-General of Police, British Burma. (e) Includes 5 pick-up stations.
18	4	246	268	28	18	1,439	1,485	193½	26	
—	—	15	15	—	1	215	216	59½	9	
17	36	288	341	29	76	1,209	1,314	121	12	
7	40	242	288	16	65	964	1,045	129	18	
—	—	—	—	—	—	—	—	—	—	(f) There are no European and East Indian employés on this railway, and particulars regarding the Natives have not been received.
15	21	394	430	37	72	1,614	1,723	214	23	
8	3	46	57	18	5	186	209	71	9	
—	—	—	—	—	—	—	—	—	—	(g) Return not received.
15	2	145	162	28	3	683	714	50	8	
2,012	1,965	56,640	60,617	4,069	4,250	189,429	197,748	10,772	1,448	

NUMERICAL RETURN of CASUALTIES, whether by Death, Resignation, and Discharge or Dismissal, amongst the European

Railways.	General Administration, including Agency, Audit, Account, Paymaster's Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.										Traffic and Telegraph Departments.										Engineer's				
	Europeans.					East Indians.					Europeans.					East Indians.					Europeans.				
	Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by			
		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.
East Indian (includes the Patna-Gya, Dildarnagar-Ghazipur and Sindia State Railways).	74	3	13	—	16	38	1	6	3	9	357	3	48	17	73	244	2	46	10	58	88	1	15	1	17
GUARANTEED.																									
Madras	18·25	—	3	1	4	43·75	—	6	1	7	62·66	—	9	7	16	399·25	4	36	14	54	22·67	1	—	—	1
South Indian (includes Pondicherry Line).	9	—	1	—	1	24	—	1	—	1	26	—	1	1	2	67	—	8	10	18	9	—	—	2	2
Great Indian Peninsula (includes Dhond-Manmad and Berar State Railways).	36	—	2	—	2	33	—	6	—	6	302	6	37	5	48	222	1	22	7	30	67	2	6	2	10
Bombay, Baroda and Central India (includes Patri Line).	15	1	2	—	3	35	—	—	—	—	15	—	2	—	2	31	—	5	—	5	21	—	—	—	—
Sind, Punjab and Delhi	47·16	—	11	1	12	23·66	—	6	—	6	121	—	14	15	29	71	—	6	8	14	43·30	1	1	5	7
Oudh and Rohilkhand	25·08	—	—	—	—	27·16	—	—	—	—	43·58	2	3	7	12	22·65	—	3	1	9	21	—	1	2	3
IMPERIAL STATE.																									
Eastern Bengal (includes the Calcutta and South-Eastern, the Dumukdia Branch of the Northern Bengal State Railway and Bongong and Dum-Dum Sections of the Bengal Central Railway).	12	1	4	1	6	2	—	1	—	1	75	—	4	5	9	46	—	4	5	9	10·25	1	—	—	1
Punjab Northern	12	—	—	—	—	9	—	—	—	—	58	—	9	6	15	42	—	—	4	4	14·50	—	—	1	1
Indus Valley (includes Steam Ferry).	17·25	—	2	—	2	14·25	—	2	—	2	58·42	—	5	7	12	62·08	2	6	11	19	27·25	—	—	—	—
Rajputana-Malwa (includes the Rewari-Ferozepore Railway).	45·58	—	3	—	3	41·50	—	2	—	2	73	2	14	11	27	119	—	20	7	27	37·25	3	4	—	7
Wardha Coal	2	—	—	—	—	4	—	2	—	2	1	—	—	—	—	2	—	—	—	—	—	—	—	—	—
PROVINCIAL STATE.																									
Nalhati	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0·50	—	1	—	1	—	—	—	—	—
Northern Bengal (includes Steam Ferry).	4·75	—	—	—	—	5·25	—	1	1	2	3·17	—	1	—	1	13·27	—	3	—	3	11·33	—	1	1	2
Kaunia-Dharila (includes Steam Ferry).	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tirhoot (includes Steam Ferry)	5	—	—	—	—	—	—	—	—	—	2·83	—	1	1	2	19·58	—	9	5	14	3	—	1	—	1
Cawnpore-Achnera	5·35	—	2	—	2	7·24	—	1	—	1	3·33	—	3	1	4	5·58	—	2	1	3	3·75	—	—	1	1
Nagpur and Chhattisgarh	5	—	—	—	—	4·83	—	—	—	—	11·67	—	2	1	3	23·08	—	3	4	12	3·16	—	2	—	2
Burma	11	—	—	—	—	13	—	—	—	—	13	—	2	3	5	38	1	7	9	17	7	—	—	—	—
NATIVE STATES.																									
Bhavnagar-Gondal	4	—	—	—	—	6	—	3	—	3	3	—	1	—	2	7	—	2	3	5	3	—	—	—	—
Gaekwar of Baroda's	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—
Nizam's	3	—	—	—	—	8	—	—	—	—	7	—	1	—	1	28	—	3	3	6	3	—	—	—	—
Mysore	5	—	—	—	—	5	—	—	—	—	4	—	—	—	—	10	—	5	—	5	—	—	—	—	—
Jodhpore	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ASSISTED COMPANIES.																									
Southern Mahratta	9	—	—	—	—	13	—	1	3	4	3	—	—	3	3	6·60	—	1	1	2	5	—	—	—	—
Bengal and North-Western	2	—	—	—	—	2	—	—	—	—	5	—	1	—	1	1	—	1	—	1	3	—	—	—	—
Assam (b)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Darjeeling-Himalayan	2	—	1	—	1	—	—	—	—	—	3	—	1	1	2	1	—	—	1	1	8	—	4	—	4
Total Indian Railways	369·42	5	44	3	52	359·64	1	37	8	46	1,267·66	18	160	91	269	1,532·56	10	203	104	317	416·96	9	35	15	59

(a) Information not furnished. (b) Return not received.

and East Indian Employés on the Railways open for Traffic in India during the Year ending 30th September 1884.

Department.					Locomotive and Carriage and Waggon Departments, including Steamboat Establishments.								Total.								Mean Mileage Open.	Railways.
East Indians.					Europeans.				East Indians.				Europeans.				East Indians.					
Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by			Average Number employed.	Number of Casualties by			Average Number employed.	Number of Casualties by			Average Number employed.	Number of Casualties by				
	Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.	Death.	Resignation and Discharge.	Dismissal.	Total.	Death.	Resignation and Discharge.	Dismissal.	Total.	Death.	Resignation and Discharge.	Dismissal.	Total.		
56	—	8	2	10	482	2	61	6	69	255	3	28	2	33	1,011	14	137	24	175	593	6	87	17	110	1,853	East Indian (includes the Patna-Gya, Dildarnagar-Ghazipur, and Sindia State Railways).
																										GUARANTEED.
75·33	3	16	3	22	94	—	4	—	4	394	5	22	7	34	197·58	1	16	8	25	912·33	12	80	25	117	861	Madras.
32	—	—	1	1	36	1	—	—	1	287	4	13	4	20	80	1	2	3	6	410	4	21	15	40	602½	South Indian (includes Pondicherry Line).
21	—	2	—	2	433	6	53	5	64	258	2	80	5	87	838	14	98	12	124	534	3	110	12	125	1,455½	Great Indian Peninsula (includes Dhond-Manmad and Berar State Railways).
4	—	1	—	1	80	2	16	3	24	44	1	7	—	8	151	3	23	3	29	114	1	13	—	14	461	Bombay, Baroda and Central India (includes Patri Line).
11·60	—	1	2	3	146	2	23	7	32	56	2	12	—	14	357·46	3	49	28	80	162·26	2	25	10	37	733½	Sind, Punjab and Delhi.
9·34	1	2	—	3	69·74	—	11	5	16	35·75	1	3	2	6	159·40	2	15	14	31	94·90	2	13	3	18	547	Oudh and Rohilkhand.
																										IMPERIAL STATE.
4	—	—	—	—	97	—	31	6	37	32	—	3	—	3	194·25	2	39	12	53	84	—	8	5	13	(a)	Eastern Bengal (includes the Calcutta and South-Eastern, the Damukdia Branch of the Northern Bengal State Railway and Bongong and Dum-Dum Sections of the Bengal Central Railway).
4	—	1	2	3	72·32	—	2	1	3	15·41	—	3	5	8	151·82	—	11	8	19	70·41	—	4	11	15	444½	Punjab Northern.
6	—	—	—	—	145	4	13	7	29	21	—	8	—	8	247·92	4	25	14	43	103·33	2	16	11	29	609	Indus Valley (includes Steam Ferry).
15·57	1	2	—	3	135	4	29	29	62	231	6	26	14	46	350·83	9	50	40	99	407·07	7	50	21	78	1,238½	Rajputana-Malwa (includes the Rewari-Ferozepore Railway).
—	—	—	—	—	7	—	1	—	1	4	1	1	—	2	10	—	1	—	1	10	1	3	—	4	45	Wardha Coal.
																										PROVINCIAL STATE.
—	—	—	—	—	—	—	—	—	—	2	—	—	—	—	—	—	—	—	—	2·50	—	1	—	1	27½	Nalhati.
1·75	—	1	—	1	32	—	3	3	6	36	—	2	—	2	56·75	—	5	4	9	56·27	—	7	1	8	240½	Northern Bengal (includes Steam Ferry).
—	—	—	—	—	1	1	—	—	1	2	—	—	—	—	2	1	—	—	1	2	—	—	—	—	69	Kaunia-Dharila (includes Steam Ferry).
—	—	—	—	—	12·25	—	2	4	6	19·50	2	6	2	10	28·08	—	4	5	9	39·08	2	15	7	24	193	Tirhoot (includes Steam Ferry).
1	—	—	—	—	9	—	3	2	5	5·25	—	1	6	7	26·43	—	8	4	12	19·07	—	4	7	11	240	Cawnpore-Achnera.
5	—	—	—	—	16	1	10	2	13	65	—	22	4	26	35·83	1	14	3	18	97·91	—	30	8	38	142½	Nagpur and Chhattisgarh.
28	—	3	—	3	19	—	—	8	8	47	1	2	5	8	50	—	2	11	13	176	2	12	14	28	196½	Burma.
																										NATIVE STATES.
2	—	1	1	2	18	—	4	—	4	1	—	—	—	—	28	—	6	—	6	16	—	6	4	10	193½	Bhavnagar-Gondal.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	59½	Gaekwar of Baroda's.
4	—	1	—	1	15	—	5	2	7	31	—	10	—	10	28	—	6	2	8	71	—	14	3	17	121	Nizam's.
4	—	—	—	—	8	—	1	—	1	46	—	3	—	3	17	—	1	—	1	65	—	8	—	8	95	Mysore.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Jodhpore.
																										ASSISTED COMPANIES.
12	—	—	1	1	8	—	2	2	4	17	—	21	2	23	25	—	2	5	7	46·60	—	23	7	30	50	Southern Mahratta.
—	—	—	—	—	8	—	2	—	2	3	—	2	—	2	18	—	3	—	3	6	—	3	—	3	36½	Bengal and North-Western.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Assam (b).
1	—	—	—	—	13	—	8	5	13	2	—	—	—	—	26	—	14	6	20	4	—	—	1	1	50	Darjeeling-Himalayan.
207·59	5	39	12	56	2,016·31	23	232	97	412	1,909·91	28	274	58	360	4,070·35	55	531	206	792	4,096·73	44	553	182	779	10,492½	Total Indian Railways.

ABSTRACT of ACCIDENTS to TRAINS during 1884.

Serial No.	Class of Accidents.	Number of Accidents.		During 1884.						Remarks.
				Number of Passengers and others.		Number of Servants.		Total.		
		1883.	1884.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	Collisions between passenger trains, or parts of passenger trains.	5	10	—	(a)18	—	1	—	19	(a) In an accident on the East Indian Railway, near Sitarampur Station, on the 15th May 1884, caused through negligence of a gunner and shunting porter, a passenger train collided with a portion of the Barakar branch train; 4 passengers were slightly injured. And in an accident on the Sind, Punjab and Delhi Railway at Phillour station on the 18th October 1884, caused by the engine of down Bombay mail coming into collision with No. 1 up Ferry train, through carelessness of shunter and pointsman; 12 passengers were slightly injured.
2	Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	54	45	(b)11	(b)23	(b) 4	(b) 2	15	25	
3	Collisions between goods trains, or parts of goods trains.	70	71	—	—	1	3	1	3	
4	Collisions between light engines	17	11	—	—	—	(c) 6	—	6	
5	Passenger trains, or parts of passenger trains, leaving the rails.	46	72	—	(d) 6	—	(d) 4	—	10	
6	Goods trains, or parts of goods trains, engines, &c., leaving the rails.	290	274	—	—	—	—	—	—	(b) On the Madras Railway at Guntakal Station on the 16th August 1884, nine loaded waggons collided with a passenger train; 7 passengers were slightly injured. And in an accident on the Eastern Bengal State Railway at Aranghata Station on the 2nd October 1884, No. 14 down mail train came into collision with No. 16 up goods train; 11 passengers and 4 railway servants were killed and 14 passengers and 1 railway servant injured.
7	Trains or engines travelling in the wrong direction through points.	52	53	—	—	—	1	—	1	
8	Trains running into stations or sidings at too high a speed.	16	6	—	—	—	—	—	—	
9	Trains running over cattle on the line	1,134	1,159	—	(e) 1	—	1	—	(f)2	(c) On the Rajputana-Malwa Railway a collision occurred on the 14th May 1884, between 2 light engines, between Agra Cantonment and Agra Fort Stations, causing injury to 5 servants.
10	Trains running over obstructions on the line	119	99	—	(f) 2	—	2	—	(f)4	
11	Trains running through gates at level crossings	54	55	—	—	1	1	1	1	
12	The bursting of boilers or tubes, &c., of engines	89	78	—	—	—	—	—	—	(d) In an accident on the Madras Railway at Arkonam Station, on the 27th October 1884, causing derailment of an empty waggon attached to a mixed train, 2 passengers and 4 railway servants were injured. And in a trolly accident on the Darjeeling-Himalayan Railway, on the 14th October 1884, 4 passengers were slightly injured.
13	The failure of machinery, springs, &c., of engines	245	191	—	—	—	—	—	—	
14	The failure of tyres	10	13	—	—	—	—	—	—	
15	The failure of wheels	5	5	—	—	—	—	—	—	
16	The failure of axles	48	36	—	—	—	—	—	—	(e) Not a passenger.
17	The failure of brake apparatus	2	3	—	—	—	—	—	—	(f) Of this number one was not a passenger.
18	The failure of couplings	133	113	—	3	1	2	1	5	(g) On the Great Indian Peninsula Railway, on the 29th January 1884, a material trolly got off the rail at Bhoreghat Reversing Station owing to sudden application of the brake; 6 railway servants were injured. And in a case of derailment of ballast train on the Sind, Punjab and Delhi Railway, between Kana and Raewind Stations, on the 30th May 1884, caused by a loose buffer rod which was broken in the socket and fell out on the rail on the outside of the leading brake-van, 14 coolies were killed and 14 injured.
19	The failure of tunnels, bridges, viaducts, or culverts.	3	1	—	—	—	—	—	—	
20	Broken rails	53	19	—	—	—	—	—	—	
21	The flooding of portions of permanent way	37	63	—	—	—	—	—	—	
22	Slips in cuttings or embankments	30	46	—	—	—	—	—	—	
23	Fire in trains	334	216	—	—	—	—	—	—	
24	Fire at stations or involving injury to bridges or viaducts.	31	23	—	(e) 1	—	—	—	(e) 1	(h) Of this number 3 were not passengers.
25	Other accidents	235	198	—	—	(g)15	(g)21	15	21	
	Total	(i) 2,212	(j) 2,360	11	(h)54	22	44	33	(h)98	

	1883. (i)	1884. (k)
Miles open	10,387½	11,042½
Train miles	40,654,680	39,541,470
No. of passengers in millions.	65½	73½

(i) Exclusive of Assam Railway.
(j) Exclusive of Assam and Kokilamukh Railways.
(k) Exclusive of Assam, Rohilkhand-Kumaun, Bareilly-Pilibheet and Kokilamukh Railways.

STATEMENT showing the STRENGTH and COST of POLICE on the open lines of Railway in India, and the Amount of Compensation Payments due to theft, for the year 1884.

Railway.	Sub-ordinate Officers.	Constables and Men.	Salaries and fixed Allowances of Officers.	Office Expenses and Travelling Allowances.	Salaries of Sub-ordinate Officers and Men.	Total Cost of Force per annum.	Cost of Force per mile of railway.	Compensation Payments due to Theft or Carelessness of Police.	Compensation Payments per mile of railway.	Length of railway open for traffic.
	No.	No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Miles.
East Indian (includes State lines worked by the Company)	122	401	21,050	13,924	(a) 1,07,711	1,42,685	86·32	1,688	1·02	1,653
GUARANTEED.										
Madras	8	240	3,120	4,288	27,235	34,643	40·24	1,974	2·29	861
South Indian (b)	—	—	—	—	—	—	—	—	—	—
Great Indian Peninsula (includes Dhond-Manmad and Berar State Railways)	16	808	18,383	757	1,38,660	(c) 1,66,460	115·10	3,735	2·62	1,446½
Bombay, Baroda, and Central India	51	377	20,505	15,438	55,242	91,185	175·36	2,497	4·80	(d) 520
Sind Punjab and Delhi { Punjab and Delhi Section	39	333	5,512	3,704	31,762	40,978	76·46	2,002	2·75	706
Sind Section	12	93	—	236	12,764	13,000				
Oudh and Rohilkhand	4	313	—	1,904	26,035	27,990	47·14	(e) 192	0·32	594
ASSISTED COMPANIES.										
Southern-Mahratta (f)	—	39	—	23	—	1,900	5·14	33	0·15	214
Bengal and North-Western	—	14	—	—	1,375	(g) 1,375	18·33	—	—	75
Deoghur	—	—	—	—	—	—	—	—	—	—
Assam (h)	—	—	—	—	—	—	—	—	—	—
Darjeeling-Himalayan	—	—	—	—	—	—	—	—	—	—
Rohilkhand-Kumaun	—	—	—	—	—	—	—	—	—	—
IMPERIAL STATE.										
Punjab Northern	58	380	—	1,260	(i) 53,454	54,714	122·47	790	1·77	446½
Indus Valley	39	439	7,980	1,907	(j) 47,525	57,412	87·92	2,722	4·17	(k) 653
Rajputana-Malwa (includes Rewari-Ferozepore)	110	552	19,448	12,670	83,659	1,22,777	90·44	1,872	1·38	1,357½
Eastern-Bengal (includes the Central Bengal, Calcutta and South Eastern, and the Poradaha Branch)	31	344	8,596	1,579	33,336	43,511	121·20	(l) 25	0·07	359
Wardha Coal	2	12	—	42	1,119	1,161	25·80	—	—	45
PROVINCIAL STATE.										
Nalhati	—	1	—	—	96	96	3·52	—	—	27¼
Northern Bengal	4	83	—	—	10,820	10,820	43·45	144	0·58	249¼
Kaunia-Dharlla	—	13	—	—	998	998	26·97	10	0·27	37
Tirhoot	—	71	—	—	5,704	5,764	25·24	831	3·63	226
Cawnpore-Achnera	8	21	—	819	2,900	3,719	15·50	—	—	240
Bareilly-Pilibheet	—	—	—	—	—	—	—	—	—	—
Nagpur-Chhattisgarh	12	104	1,560	300	11,355	13,215	38·69	—	—	149
Burma	11	57	3,000	1,890	11,496	16,386	64·51	401	1·58	254
Amritsar-Pathankot	5	48	788	652	5,926	7,366	121·61	58	0·88	66
Kokilamukh	—	—	—	—	—	—	—	—	—	—
NATIVE STATES.										
Bhopal-Itarsi	1	16	—	—	1,679	1,679	29·33	—	—	57¼
Bhavnagar-Gondal	17	61	1,950	(m) 2,153	9,662	(n) 13,467	69·78	185	0·96	193
Jodhpore	—	—	—	—	—	—	—	—	—	—
His Highness the Nizam's	4	107	—	—	13,260	13,260	100·59	300	2·48	121
Mysore (o)	—	37	—	—	—	—	—	—	—	140

(a) Includes Rs. 10,880 contingency charges.
(b) There is no separate Railway Police force, the duties being performed by the Government Police, acting under their own officers and paid by the State.
(c) Includes proportion of cost of Police paid by the Government of Bombay, and Rs. 8,630 for stores, clothing, &c., not included in preceding columns.
(d) Includes the Gaekwar's State Railway.
(e) Approximate compensation for goods lost includes payment made in mileage proportion with the East Indian Railway.
(f) Charges for the East Deccan Line Police have not yet been raised. The number and amounts included on account of this section are based on sanction and are taken from 1st August 1884, the date of opening to traffic. No bills having yet been received from the Civil Department.
(g) Estimated cost for nine months (April to December 1884). No debit has yet been raised against the railway.
(h) No police force on this Railway.
(i) Includes Rs. 4,902 for annual contingencies, clothing, &c.
(j) Includes pay of watchmen, Rs. 9,420 from 1st July 1884 now paid by the railway.
(k) Includes Sind-Pishin State Railway.
(l) For 2nd half of 1884 only, there being no records for previous half year.
(m) Includes clothing.
(n) Includes treasure guards.
(o) The cost of Police is borne by Civil Department.
N.B.—Returns for the Deoghur, Darjeeling-Himalayan, Rohilkhand-Kumaun, Bareilly-Pilibheet, Kokilamukh and Jodhpore Railway have not been received.

Native drivers and shunters.

5. The following abstract gives a comparative statement of the number of natives employed as shunters and drivers on the principal railways during the years 1883 and 1884, showing an increase of 53 in the total number employed.

Railways.	Drivers.		Shunters.		Total.	
	1883.	1884.	1883.	1884.	1883.	1884.
East Indian	116	103	120	117	236	(a) 220
GUARANTEED.						
Madras	2	3	4	5	6	8
South Indian	18	21	16	12	34	33
Great Indian Peninsula	79	87	Nil.	Nil.	79	87
Bombay, Baroda and Central India	24	44	12	(b)	36	44
Sind, Punjab and Delhi	30	41	27	36	57	77
Oudh and Rohilkhand	32	34	42	41	74	75
Total	301	333	221	211	522	544
ASSISTED COMPANIES.						
Southern Mahratta	(c)	Nil.	(c)	1	—	1
Total	—	—	—	1	—	1
IMPERIAL STATE.						
Punjab Northern	14	20	7	6	21	26
Indus Valley	10	15	13	19	23	34
Rajputana-Malwa	18	17	41	36	59	53
Wardha Coal	Nil.	Nil.	(d) 4	1	4	1
Eastern Bengal (including Calcutta and South-Eastern)	7	12	8	12	15	24
Total	49	64	73	74	122	138
PROVINCAL STATE.						
Calcutta and South-Eastern (e)	(e)	—	(e)	—	(e)	—
Nalhâti	3	3	Nil.	Nil.	3	3
Northern Bengal (including Kaunia Dharlla)	12	(e) 16	8	7	20	23
Tirhoot	5	6	7	7	12	13
Cawnpur-Achnera	13	13	Nil.	8	13	21
Nágpur-Chhattisgarh	3	4	(d) 5	5	8	9
Burma	Nil.	6	8	5	8	11
Total	36	48	28	32	64	80
NATIVE STATES.						
Bhavnagar-Gondal	Nil.	Nil.	2	3	2	3
His Highness the Nizam's	5	3	1	Nil.	6	3
Mysore	(c)	Nil.	(c)	Nil.	—	—
Total	5	3	3	3	8	6
GRAND TOTAL	391	448	325	321	716	769

(a) Decrease due to depression of traffic, and consequent reduction of establishment.
(b) Included with "Drivers."
(c) No return supplied.
(d) Employed during the busy season of 1883.
(e) Included with Eastern Bengal.

6. During 1884 revised rules for the Provident Institution of State Railways have been introduced. The rules will be found in full in the appendices to Part II. of this report, but the following paragraphs of the Government circular issuing the revised rules explain the objects and main features of the revision. Provident Institution.

Since the formation of a State Railway Provident Institution in January 1880, it has been ruled that appointments to the Government service in the State Railway Department shall carry no title for pension, and the Provident Institution is therefore now of greater importance than it was formerly, as it has become to be considered in a great measure a substitute for pensions.

2. Under these circumstances it has become desirable to make some distinction between the pensionable and non-pensionable members of the fund, especially as regards the more highly paid officers, and also to remove, as far as practicable, the great inequality now existing as regards the assistance afforded by the State to the members of the Institution employed on lines which are worked under varying conditions due to capital cost and traffic. Several proposals have been before the Government of India with this end in view.

3. The main features of the revised rules, as compared with those hitherto in force, consist in allowing a bonus equal to 50 per cent. of compulsory deposits to all non-pensionable members of the superior staff and to all members of the inferior staff, whether pensionable or non-pensionable, and an additional bonus equal to one-half per cent. of the net earnings to be divided rateably among all the members of the fund in proportion to their compulsory deposits. The opportunity afforded by this revision of the rules has also been taken to remove certain restrictions with reference to the definition of the term "servant" and to open the benefits of the Institution to all servants employed on State Railways except those on probation and those who are in receipt of pay less than Rs. 15 a month. Thus, with these exceptions, the whole staff will, under the revised rules, participate in the profits earned to the extent laid down.

These revised rules and increased bonuses were to have effect from the 1st January 1885.

The following statement gives the number of depositors in the State Railway Provident Institution and the sums at their credit on the 31st December 1884:—

State Railway.	Number of Staff depositing.	No. of Depositors.		Amount at Credit on the 31st December 1884.				Remarks.
		Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	Total.	
				Rs.	Rs.	Rs.	Rs.	
IMPERIAL STATE.								
Punjab Northern	708	62	706	10,380	70,033	16,003	96,916	
Indus Valley	1,424	136	1,294	18,938	1,26,305	35,909	1,81,052	
Rajputana Malwa	2,890	119	2,853	41,947	2,22,216	1,48,677	4,12,834	
Eastern Bengal	1,222	75	1,215	4,48,185	25,013	3,756	4,76,954	
Wardha Coal	68	6	63	440	6,875	2,961	10,276	
PROVINCIAL STATE.								
Northern Bengal	461	63	459	8,953	46,978	25,729	83,660	
Tirhoot	437	43	437	6,744	32,920	8,364	48,028	
Cawnpore-Achnera	346	2	346	365	14,424	3,514	18,303	
Nagpur-Chhattisgarh	269	13	269	914	21,355	10,678	32,947	
Burma	417	33	407	12,523	51,208	16,308	79,989	
NATIVE STATES.								
Bhavnagar-Gondal	276	23	275	1,122	16,745	4,364	22,231	
His Highness the Nizam's	175	29	173	4,611	21,826	5,945	32,382	
Mysore	78	2	76	14	2,750	936	3,700	
Total	8,773	655	8,573	5,53,436	6,60,542	2,93,144	15,09,122	

Railway Volunteer Corps.

7. The following abstract gives the enrolled strength and the number of efficients in each Railway Volunteer Corps on the 31st March 1885. The total enrolled strength 4,994 represents 60 per cent. of the European and East Indian employés of the railways concerned.

Corps.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant Instructors, 1st and 2nd Class.	Drill Instructors.	Head Quarters.	Remarks.
		Officers.	Non-commissioned Officers.	Volunteers.	Total.					
East Indian Railway Volunteer Rifle Corps.	1,154	59	140	946	1,145	9	13	1	Jamalpore -	There is an Armorer Sergeant, but no drill instructors in this corps.
Madras Railway Volunteer Rifle Corps.	329	2	34	237	273	56	4	4	—	These companies form a part of the Madras volunteer guards.
South Indian Volunteer Rifle Corps.	236	5	24	126	155	81	3 (1st class) -	—	Negapatam and Trichinopoly.	
Great Indian Peninsula Railway Volunteer Rifle Corps.	1,048	25	106	723	854	194	8 (1st class) -	1 (3rd class)	Bombay.	
Bombay, Baroda and Central India Railway Volunteer Rifle Corps.	253	10	34	145	189	64	2 (1st class) -	1 (3rd class)	Do.	
3rd Punjab Volunteer Rifle Corps.	748	24	49	660	733	15	{ 6 (1st class) 4 (2nd class) }	—	Lahore.	
Rajputana - Malwa Volunteer Rifle Corps.	636	16	48	477	541	95*	6 (1st class) -	1	Ajmere.	* Includes one entire Company, only enrolled in February 1885.
Eastern Bengal Railway Volunteer Rifle Corps.	163	3	13	128	144	19	2 (1st class) -	—	Calcutta.	
Northern Bengal Railway Volunteer Rifle Corps.	92	2	13	67	82	10	1 (1st class) -	—	Saidpur.	
Northern Bengal Cadet Company.	—	—	—	—	—	—	—	—	—	There is no Cadet Company this year.
Tirhoot State Railway Volunteer Rifle Corps.	70	2	11	57	70	—	1 (1st class) -	—	Somastipur.	
Burma State Railway Volunteer Rifle Corps.	265	11	30	164	205	60	5 (1st class) -	—	Rangoon.	A to D Companies.
Total - -	4,994	159	502	3,730	4,391	602		—		

STATEMENT showing the number of OFFICERS, NON-COMMISSIONED OFFICERS and VOLUNTEERS in each CORPS in INDIA for whom CAPITATION ALLOWANCE has been passed for the year 1884-85.

Corps.	Officers.	Non-Commissioned Officers.	Volunteers.	Head Quarters.	Remarks.
East Indian Railway Volunteer Rifle Corps - -	48	129	871	Jamalpore.	Bills for the capitation grant for 1884-85 not yet passed.
Madras " " " - -	2	34	237	Perambúr. Pódanúr. Salem. Jolarpet.	
South Indian " " " - -	5	24	126	Negapatam and Trichinopoly.	
Great Indian Peninsula Railway Volunteer Rifle Corps.	20	101	824	Bombay.	
Bombay, Baroda and Central India Railway Volunteer Rifle Corps.	8	16	192	"	Bills will be presented for the year 1884-85 on 1st May 1885, as per regulation, as the capitation grant has not yet been passed.
3rd Punjab Volunteer Rifle Corps - - -	23	46	593	Lahore.	
Rajputana-Malwa Railway Volunteer Rifle Corps -	16	48	477	Ajmere.	
Eastern Bengal " " " -	2	13	127	Calcutta.	
Northern Bengal " " " - -	2	7	63	Saidpur.	
Tirhoot State " " " -	2	11	57	Somastpur.	This does not include "C" Company at Toungoo.
Burma State " " " -	11	27	176	Rangoon.	

REVENUE.

8. On page 63 will be found a statement giving the total capital outlay and the outlay per mile open (exclusive of Steamboat Service and Suspense Accounts) for the several lines of railway open for traffic.

The average cost per mile of all open lines, excluding Steamboat Service and Suspense Accounts, is Rs. 1,30,288. The 5′ 6″ and metre gauge lines have cost respectively Rs. 1,66,047 and Rs. 66,225 per mile.

9. The net revenue derived from railways during the year 1884 amounted to Rs. 7,91,00,677 as compared with Rs. 8,41,89,517 in 1883.

10. The total capital cost of lines open to traffic on the 31st December 1884 was Rs. 1,55,45,03,665, and the percentage of the net earnings on this outlay amounted to 5·09, as compared with a similar percentage of 5·68 in 1883 on a capital outlay of Rs. 1,48,30,56,455.

11. If the steamboat service and capital expenditure on suspense accounts are excluded, the general results of railway working compare as follows for the last three years :—

——	1882.	1883.	1884.‡
Miles open at end of year	10,069	10,447·09†	11,527·24
Capital outlay at end of year Rs.	1,37,84,16,644	1,42,19,31,294	1,50,18,58,806
Cost per mile open „	1,36,896	1,36,108	1,30,288
Gross earnings during the year „	*15,23,12,619	16,27,97,525	15,97,63,256
Working expenses during the year „	*7,58,05,494	7,87,81,945	8,06,26,463
Net profits of year „	*7,65,07,125	8,40,15,580	7,91,36,793
Per-centage of net profits on capital cost „	*5·55	5·91	5·27
Gross earnings per mile per week (calculated on mean mileage worked) Rs.	294	301	276

12. On page 64 will be found a statement comparing the net earnings, and their percentages on capital expenditure, for the principal railways during the last five years.

13. The net revenue earned by all State lines, East Indian excepted, during the past year amounted to Rs. 1,72,39,688,‖ being a return of 3·80 per cent. on a total capital expenditure of Rs. 45,35,56,213.‖ Excluding the Punjab Northern§ and the Sind-Pishin Frontier Railways, the capital outlay on which amounted to Rs. 8,75,12,264, the net earnings of the State lines were at the rate of 4·40 per cent. on the capital expended.

14. The net revenue of the East Indian Railway, including the branch State lines worked by it, amounted to Rs. 2,79,64,136, being at the rate of 7·68 per cent.

* Excluding Dildarnagar-Ghazipur and Jodhpore Railways.
† Excluding the Rupar Branch, 48 miles.
‡ Exclusive of the Rohilkhand-Kumaun and Bareilly-Pilibheet Railways, for which returns were not received in time.
§ Includes Sind-Sagar, Eastern Section.
‖ Excluding Sindia, Patna-Gya and Dildarnagar-Ghazipore Railways worked by East Indian.

on a total capital expenditure of Rs. 36,41,80,103. The surplus profits on this line during the past year, after payment of annuity and interest charges, were Rs. 58,61,613, of which sum $\frac{4}{5}$ths, or Rs. 46,89,290, accrued to Government.

15. The following statements, relating to Guaranteed Railway transactions, are similar to those given in previous reports. Conversions from the Indian currency into sterling have been made at the contract rates of exchange.

It will be seen that the Guaranteed lines returned a net revenue of 3,207,313*l.*, being at the rate of 4·66 per cent. on a total capital expenditure of 68,769,369*l.*

The guaranteed interest for the year amounted to 3,243,015*l.* So that the net earnings fell short of the guaranteed interest by 35,702*l.*

16. From the commencement of operations up to the 31st December 1884, a gross sum of 64,393,736*l.* has been advanced as interest by the State to the Guaranteed Railway Companies, excluding the East Indian Railway Company, and up to the 30th June 1884 the total net earnings of these railways, exclusive of half of any surplus profits realised, amounted to 38,444,123*l.*, leaving a net amount of 25,949,613*l.*, which has been paid by the State.

The surplus profits realised on Guaranteed Railways during the year 1884 amounted to 701,849*l.*, as compared with 911,382*l.* in 1883, and 917,312*l.* in 1882.

17. On page 67 will be found a statement showing the direct annual loss or gain to the State from railway outlay during each financial year from 1858. The first year in which there was a gain was 1877–78. The next two years show a loss, but the last five years exhibit a gain, which, though 1884–85 does not show so favourably, may be fairly expected to steadily increase in future years.

The figures in the following tables cannot be taken as absolutely correct, inasmuch as the true loss by exchange is not shown therein. They, however, show approximately the financial results derived from the railways, and the comparative progress made each year.

STATEMENT showing the TOTAL COST of each RAILWAY on 31st December 1884, and the average cost per mile.

Railway.	Length of line open on 31st December 1884.	Total Capital outlay to 31st December 1884 (exclusive of Steamboat Service and Suspense).	Average cost per mile (exclusive of Steamboat Service and Suspense).	Total Capital outlay to 31st December 1884.
	Miles.	Rs.	Rs.	Rs.
East Indian	1,509·46	34,19,56,149	2,26,542	35,06,56,678
GUARANTEED.				
Madras	860·86	11,19,28,963	1,30,020	11,43,05,996
South Indian	654·00	4,33,04,071	66,214	4,54,96,187
Great Indian Peninsula	1,288·25	25,64,33,506	1,99,056	26,34,97,600
Bombay, Baroda and Central India*	461·00	8,82,96,625	1,91,533	9,12,76,372
Sind, Punjab and Delhi	692·98	11,43,54,326	1,65,018	12,22,05,009
Oudh and Rohilkhand	594·19	6,31,07,758	1,06,208	6,57,53,593
ASSISTED COMPANIES.				
Southern Mahratta	214·09	1,31,90,463	61,638	1,44,07,528
Bengal Central	125·75	84,78,961	67,427	89,87,386
Bengal and North-Western	75·00	32,32,875	43,105	37,74,150
Deoghur	6·50	2,75,000	42,308	2,75,000
Assam	70·00	40,65,288	58,076	40,65,288
Darjeeling-Himalayan	50·00	26,55,446	53,109	27,23,240
Rohilkhand-Kumaon†	—	—	—	—
IMPERIAL STATE.				
Punjab Northern¶	446·75	7,27,62,377	1,62,870	7,38,45,767
Indus Valley‡	652·48	8,32,20,764	1,27,545	8,65,18,793
Rajputana-Malwa	1,120·14	9,31,22,686	83,135	9,77,28,200
Rewari-Ferozepore	240·73	1,02,09,107	42,409	1,08,74,024
Eastern Bengal	233·00	4,52,38,594	1,94,157	4,63,11,593
Sindia	74·88	89,28,435	1,19,237	89,28,537
Dhond and Manmad	145·75	1,02,11,297	70,060	1,02,49,438
Wardha Coal§	45·00	54,82,536	1,21,834	56,26,772
PROVINCIAL STATE.				
Calcutta and South-Eastern‖	—	—	—	—
Nalhati	27·25	3,17,868	11,665	3,44,311
Northern Bengal	249·25	2,02,45,796	81,227	2,13,61,316
Kaunia-Dharlla	37·03	8,01,705	21,650	9,22,567
Tirhoot	226·00	1,36,64,645	60,463	1,48,64,982
Patna-Gya	57·20	37,99,042	66,417	38,87,873
Cawnpore-Achnera	239·78	99,55,255	41,518	1,05,10,736
Dildarnagar-Ghazipur	12·00	7,07,015	58,918	7,07,015
Bareilly-Pilibheet†	—	—	—	—
Nagpur-Chhattisgarh	149·00	99,06,981	66,490	1,01,55,843
Burma	254·00	1,96,32,103	77,292	2,08,61,290
Amritsar-Pathankot	64·79	52,19,922	80,567	53,09,922
Kokilamukh	12·00	2,39,000	19,917	2,40,000
NATIVE STATES.				
Bhopal-Itarsi	57·25	56,32,824	98,390	58,33,261
Bhavnagar-Gondal	193·21	90,19,283	46,681	92,92,039
His Highness the Gaekwar's	58·80	12,59,148	21,414	12,74,088
Jodhpur	43·00	8,09,995	18,837	8,09,995
Khamgaon	8·00	4,82,570	60,321	4,90,903
Amraoti	6·00	4,34,666	72,444	4,44,774
His Highness the Nizam's	117·10	1,22,46,441	1,04,581	1,23,08,720
Mysore	139·75	59,44,364	42,536	62,64,620
Rajpura-Patiala	15·11	10,84,956	71,804	11,12,259
Total	11,527·24	1,50,18,58,806	1,30,288	1,55,45,03,665

* Includes the Patri Branch mileage, and Capital outlay Rs. 8,08,405.
† Returns not received.
‡ Includes Sind-Pischin Southern Section mileage, and capital outlay Rs. 1,36,66,497.
§ Excluding Warora colliery.
‖ Included with the Eastern Bengal State Railway.
¶ Includes Salt Branch, now a portion of the Sind-Sagar Railway, Eastern Section.

STATEMENT showing the NET EARNINGS and their PER-CENTAGE on the CAPITAL EXPENDITURE finally charged off (excluding Suspense Accounts but including Steamboat Service) for the principal Railways during the last Five Years—1880 to 1884.

Railway.	1884.		1883.		1882.		1881.		1880.	
	Net Earnings.	Per-centage of Net Earnings per annum on Capital Expenditure.	Net Earnings.	Per-centage of Net Earnings per annum on Capital Expenditure.	Net Earnings.	Per-centage of Net Earnings per annum on Capital Expenditure.	Net Earnings.	Per-centage of Net Earnings per annum on Capital Expenditure.	Net Earnings.	Per-centage of Net Earnings per annum on Capital Expenditure.
5' 6" GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.	
East Indian	(a) 3,79,64,136	(a) 7·87	(a) 3,17,29,543	(a) 6·99	2,97,12,511	3·80	3,09,48,310	9·30	2,87,54,418	8·70
GUARANTEED.										
Madras	29,35,687	2·62	25,26,549	2·26	25,70,841	2·30	20,75,896	1·87	19,57,136	1·77
Great Indian Peninsula	(b) 1,60,52,310	6·26	1,76,59,663	(c) 6·96	(d) 1,83,89,856	(e) 7·29	1,62,19,488	6·46	1,11,05,551	4·44
Bombay, Baroda and Central India	69,57,133	(f) 7·95	67,83,906	7·82	50,10,872	5·91	37,45,702	6·86	47,34,653	5·77
Sind, Punjab, and Delhi	41,95,362	3·55	49,07,593	4·18	34,10,880	2·94	30,76,660	2·65	54,70,862	4·75
Oudh and Rohilkhand	23,26,146	3·68	24,80,362	4·21	18,01,371	3·07	19,75,698	3·28	19,04,410	3·23
IMPERIAL STATE.										
Punjab Northern	8,96,293	1·23	5,98,018	0·83	5,99,028	0·83	3,59,598	0·58	5,64,171	1·40
Indus Valley	37,01,664	4·42	32,18,635	3·97	15,76,113	2·01	11,77,288	1·58	19,22,399	2·77
Eastern Bengal	26,21,568	5·71	26,84,611	7·72	36,38,438	10·52	33,09,231	9·72	27,24,316	7·88
PROVINCIAL STATE.										
Patna-Gya	(g)	(g)	(g)	(g)	2,15,795	5·68	1,79,145	5·11	2,11,236	6·56
NATIVE STATES.										
His Highness the Nizam's	3,59,774	2·94	2,37,932	1·95	3,75,099	3·06	2,92,775	2·40	2,24,309	1·86
METRE GAUGE.										
GUARANTEED.										
South Indian	15,05,187	3·47	13,22,333	3·05	14,02,329	3·26	12,37,726	2·89	9,30,018	2·23
IMPERIAL STATE.										
Rajputana Malwa — Rajputana	(h) 59,27,333	(h) 5·74	(h) 61,31,742	(h) 6·49	51,29,252	5·87	28,67,041	5·51	12,33,305	3·62
Rajputana Malwa — Holkar and Sindia Neemuch.							6,02,299	1·90	3,53,991	1·40
PROVINCIAL STATE.										
Northern Bengal	6,51,514	3·15	11,65,371	5·52	10,93,553	5·38	8,99,316	4·41	6,43,509	3·20
Tirhoot	2,66,581	1·88	2,59,705	2·22	2,54,047	3·94	2,26,200	3·70	2,40,272	4·49
Cawnpore-Achnera	2,65,343	2·66	2,07,466	3·88	(i) 1,17,110	(i) 3·74	(i) 84,238	(i) 2·70	—	—
Nagpur-Chhattisgarh	5,58,030	5·63	6,53,860	7·33	1,39,171	2·15	66,056	0·95	21,271	0·70
Burma	8,21,935	4·19	5,52,366	4·19	6,30,431	4·97	6,45,077	5·16	5,21,084	4·23
NATIVE STATES.										
Bhavnagar-Gondal	4,97,471	5·51	3,26,613	3·72	3,54,647	4·24	2,06,254	3·05	—	—

(a) Includes State Branch lines worked by the undertaking.
(b) Net earnings of the Great Indian Peninsula Railway only, *i.e.*, net earnings obtained after deducting from the earnings the working expenses and the amount paid to the State as rent of leased lines.
(c) 6·84 deducting amount paid to Government as rent of leased lines.
(d) Includes Rs. 2,40,023 on account of rent of leased lines.
(e) 7·20, deducting amount paid to Government as rent of leased lines.
(f) Calculated on the capital outlay on the Bombay, Baroda and Central Indian Railway, exclusive of the Patri Branch.
(g) Included with the East Indian Railway.
(h) Includes Rewari-Ferozepore State Railway.
(i) Figures for Cawnpore-Farukhabad Railway only.

GUARANTEED INTEREST.—INDIAN RAILWAYS.

STATEMENT of the Total Amount of INTEREST advanced to each of the under-mentioned Railway Companies to 31st December 1884.

Railway Company.	Interest advanced to 31st December 1883.	Interest advanced during 1884.			Total.
		England.	India.	Interest charged on overdrawn capital.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bombay, Baroda, and Central India.	7,865,110 18 8	395,716 14 8	298 5 2	11,599 14 7	407,614 14 5	8,272,725 13 1
Great Indian Peninsula	22,686,591 0 9	1,148,072 3 8	3,134 15 0	1,366 17 4	1,152,573 16 0	23,839,164 16 9
Madras - -	11,028,119 1 0	522,529 5 0	—	—	522,529 5 0	11,550,648 6 0
Oudh and Rohilkhand -	3,510,311 8 8	320,398 16 10	676 10 0	1,804 7 1	322,879 13 11	3,833,091 2 7
Sind, Punjab, and Delhi	10,253,096 17 0	553,230 0 0	496 19 8	4,474 11 10	558,201 11 6	10,811,298 8 6
South Indian - -	2,922,463 7 6	205,116 18 2	—	3,056 7 5	208,173 5 7	3,130,636 13 1
Eastern Bengal	2,802,371 15 5	152,783 13 2	246 5 0	768 19 11	153,798 18 1	2,956,170 13 6
Total - -	61,067,964 9 0	3,297,847 11 6	4,852 14 10	23,070 18 2 (a)	3,325,771 4 6	64,393,735 13 6

(a) Interest on overdrawn capital is for the year 1884 being charged in that year by transfer entry.

STATEMENT showing approximately the Amounts advanced on account of GUARANTEED INTEREST to the under-mentioned Railway Companies to 30th June 1884.

Railway Company.	Total Amount advanced to 31st December 1884. (b)	Aggregate of Net Revenue Balances for the several half years to 30th June 1884.	Net Amount advanced.
	£	£	£
Bombay, Baroda, and Central India -	8,272,726	5,285,605	2,987,121
Eastern Bengal - - - -	2,956,171	2,803,296	152,875
Great Indian Peninsula - - -	23,839,165	17,826,059	6,013,106
Madras - - - - -	11,550,648	5,040,081	6,510,567
Oudh and Rohilkhand - - -	3,833,091	1,902,260	1,930,831
Sind, Punjab, and Delhi - -	10,811,298	4,151,813	6,659,485
South Indian - - - - -	3,130,637	1,435,009	1,695,628
Total - - -	64,393,736	38,444,123	25,949,613

(b) The interest for the half year to 30th June 1884 not being paid until the succeeding half year.

STATEMENT showing the Amount of SURPLUS PROFITS earned by Guaranteed Railways to 31st December 1884, inclusive.

Railway Company.	To end of 1877.	Half Year to 30th June 1878.	Half Year to 31st Dec. 1878.	Half Year to 30th June 1879.	Half Year to 31st Dec. 1879.	Half Year to 30th June 1880.	Half Year to 31st Dec. 1880.	Half Year to 30th June 1881.	Half Year to 31st Dec. 1881.	Half Year to 30th June 1882.	Half Year to 31st Dec. 1882.	Half Year to 30th June 1883.	Half Year to 31st Dec. 1883.	Half Year to 30th June 1884.	Half Year to 31st Dec. 1884.	Total.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Bombay, Baroda, & Central India.	36,929	*	—	*	—	*	—	158,450	—	147,830	—	201,974	7,903	247,976	—	801,062
Eastern Bengal -	174 229	26,158	64,961	317	63,267	—	99,197	4,414	149,764	15,304	164,054	45,426	46,276	—	†	853,377
East Indian -	3,861,756	539,047	395,834	679,823	468,967	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	5,855,427
Great Indian Peninsula.	775,785	364,944	—	112,569	—	101,576	—	338,319	1,248	590,124	—	609,903	—	453,873	—	3,348,241
Sind, Punjab, and Delhi.	—	—	—	—	—	3,872	—	—	—	—	—	—	—	—	—	3,872
Total - -	4,848,699	930,149	370,815	792,709	532,224	105,448	99,197	501,183	151,012	753,258	164,054	857,203	54,179	701,849	—	10,861,979

* Surplus profits were earned by the Bombay, Baroda, and Central India Railway Company during these half years, but no division took place owing to the special agreement that all surplus profits should be applied to the construction of the Nerbudda Bridge.
† Eastern Bengal Railway taken over by the State from 1st July 1884, and is now worked under State management.
‡ Surplus profits of the East Indian Railway after it had been acquired by the State are omitted from this statement.

GUARANTEED RAILWAYS.

Year.	Capital expended to 31st March.	Net Revenue for Year to 31st December.	Guaranteed Interest for Year to 31st December.	Interest in excess of Revenue.	Revenue in excess of Interest.
	£	£	£	£	£
1870 - -	83,910,587	2,846,600	4,344,113	1,497,513	—
1871 - -	87,686,357	2,686,260	4,544,764	1,858,504	—
1872 - -	90,183,585	2,869,223	4,603,853	1,734,630	—
1873 - -	90,660,830	3,185,069	4,613,573	1,428,504	—
1874 - -	91,353,883	3,956,071	4,651,088	695,017	—
1875 - -	92,441,794	3,576,514	4,641,979	1,065,465	—
1876 - -	93,392,600	4,442,430	4,658,947	216,517	—
1877 - -	94,108,059	6,117,226	4,662,635	—	1,454,591
1878 - -	95,430,863	5,002,028	4,708,134	—	293,894
1879 - -	96,444,666	5,062,188	4,748,233	—	313,955
1880* - -	65,907,288	2,662,213	3,263,179	600,966	—
1881 - -	66,349,320	3,110,824	3,272,651	161,827	—
1882 - -	67,021,755	3,319,439	3,279,407	—	40,032
1883 - -	67,431,448	3,542,973	3,289,439	—	253,534
1884 - -	68,769,369	3,207,313	3,243,015	35,702	—

* East Indian Railway excluded from this and subsequent years.

RESULTS of WORKING the GUARANTEED RAILWAYS for the YEAR ended 31st December 1884.

Railway Company.	Net Revenue.	Guaranteed Interest.	Revenue in excess of Interest.	Interest in excess of Revenue.	Extra Dividend in excess of Guaranteed Interest received by the Companies as Surplus Profits.	
					Rate per Cent. for Half Year ending 30th June 1884.	Rate per Cent. for Half Year ending 31st Dec. 1884.
GUARANTEED.	£	£	£	£	£ s. d.	£ s. d.
Bombay, Baroda, and Central India	637,737	396,015	241,722	—	1 7 6	—
Eastern Bengal* - - -	68,789	76,170	—	7,381	—	—
Great Indian Peninsula - -	1,471,462	1,159,156	312,306	—	0 19 10	—
Madras - - - -	269,105	521,991	—	252,886	—	—
Oudh and Rohilkhand - -	232,615	333,063	—	100,448	—	—
Sind, Punjab, and Delhi - -	384,575	553,728	—	169,153	—	—
South Indian - - - -	143,030	202,892	—	59,862	—	—
Total - - - - £	3,207,313	†3,243,015	554,028	589,730	—	—

* Represents transactions, January to June 1884.
† This is the interest payable for 1884, and not the amount paid in that year.

STATEMENT showing the direct ANNUAL GAIN or LOSS to the STATE from RAILWAY OUTLAY since 1858.

Year.	GUARANTEED RAILWAYS.					STATE RAILWAYS.				EAST INDIAN RAILWAY.				Total Loss or Gain to State. — or +
	Capital raised to end of each Year.	Capital withdrawn for Expenditure to end of each Year.	Net Traffic Receipts, less Moieties of Surplus Profits paid to Companies.	Guaranteed Interest.	Loss or Gain to State. — or +	Capital expended to end of each Year.‡	Net Traffic Receipts.§	Interest.§	Loss or Gain to State. — or +	Capital expended.	Net Traffic Receipts, less Surplus paid to Share-holders.	Interest and Annuity.	Loss or Gain to State. — or +	
	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1858–59	22,998,405	19,151,581	232,365	838,411	−606,046	—	—	—	—	—	—	—	—	−606,046
1859–60	28,573,287	26,322,995	403,057	1,199,929	−796,872	—	—	—	—	—	—	—	—	−796,872
1860–61	34,397,817	33,901,710	389,413	1,485,745	−1,096,332	—	—	—	—	—	—	—	—	−1,096,332
1861–62	42,979,539	40,503,922	391,162	1,788,153	−1,396,991	—	—	—	—	—	—	—	—	−1,396,991
1862–63	48,218,541	46,367,266	625,615	2,166,755	−1,541,140	—	—	—	—	—	—	—	—	−1,541,140
1863–64	54,332,994	51,122,919	821,548	2,456,182	−1,634,634	—	—	—	—	—	—	—	—	−1,634,634
1864–65	57,541,917	55,245,159	1,129,851	2,688,787	−1,553,936	—	—	—	—	—	—	—	—	−1,553,936
1865–66	60,860,247	60,832,025	2,865,574	2,889,241	−23,667	—	—	—	—	—	—	—	—	−23,667
1866–67	67,258,917	68,179,728	2,347,085	3,031,087	−684,002	—	—	—	—	—	—	—	—	−684,002
1867–68	76,571,751	75,299,809	1,989,112	3,480,677	−1,491,565	594	—	14	−14	—	—	—	—	−1,491,579
1868–69	82,417,905	79,167,786	2,229,509	3,881,013	−1,651,504	552,992	−1,879	12,455	−13,834	—	—	—	—	−1,665,338
1869–70	86,773,325	83,910,587	2,627,941	4,126,025	−1,498,084	734,862	−790	29,180	−29,970	—	—	—	—	−1,528,054
1870–71	91,426,816	87,686,857	2,556,707	4,341,609	−1,784,902	1,198,234	68	43,585	−43,517	—	—	—	—	−1,828,419
1871–72	93,550,308	90,183,585	2,877,153	4,542,188	−1,665,080	1,837,854	−4,063	68,199	−72,262	—	—	—	—	−1,737,292
1872–73	93,786,915	90,660,830	2,554,485	4,608,418	−2,053,933	3,251,503	5,362	114,510	−109,148	—	—	—	—	−2,163,081
1873–74	94,725,814	91,353,383	3,241,189	4,617,923	−1,376,734	5,606,128	−6,474	199,297	−205,771	—	—	—	—	−1,582,505
1874–75	95,119,118	92,441,794	3,454,848	4,643,901	−1,189,053	8,620,308	44,982	320,095	−275,113	—	—	—	—	−1,464,166
1875–76	95,072,441	93,392,600	3,729,634	4,637,891	−908,857	11,785,492	96,027	459,131	−363,104	—	—	—	—	−1,271,961
1876–77	94,633,129	94,188,059	4,433,151	4,658,681	−225,530	14,651,353	86,621	587,525	−498,904	—	—	—	—	−724,434
1877–78	96,318,173	95,420,309	5,396,790	4,655,285	+741,505	18,636,321	127,774	737,479	−609,705	—	—	—	—	+131,800
1878–79	97,174,046	96,444,666	4,023,589	4,705,191	−681,602	21,964,209	231,629	899,874	−668,245	—	—	—	—	−1,349,847
1879–80	97,959,284	96,829,969	3,974,645	4,716,840	−741,695	24,644,702	333,497	1,058,160	−724,663	*37,354,248	949,154	34,897	+914,757	−551,601
1880–81	97,282,930	96,348,478	2,555,299	3,261,951	−706,652	28,047,083	661,377	1,204,660	−543,283	418,435	2,647,479	1,390,542	+1,256,937	+7,002
1881–82	97,465,609	97,021,756	3,282,294	3,271,771	+10,523	29,703,708	870,150	1,160,445	−290,295	455,262	3,068,547	1,678,688	+1,389,859	+1,110,087
1882–83	98,065,868	97,431,448	3,095,456	3,317,872	−222,416	31,366,174	1,112,150	1,226,702	−114,552	148,197	2,531,890	1,703,398	+828,492	+491,520

* ‡ § *See* Notes on next page.

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STATEMENT showing the direct ANNUAL GAIN or LOSS to the STATE from RAILWAY OUTLAY since 1858—*continued.*

Year.	Guaranteed Railways.					State Railways.				East Indian Railway.				Total Loss or Gain to State. — or +
	Capital raised to end of each Year.	Capital withdrawn for Expenditure to end of each Year.	Net Traffic Receipts, less Moieties of Surplus Profits paid to Companies.	Guaranteed Interest.	Loss or Gain to State. — or +	Capital expended to end of each Year.‡	Net Traffic Receipts.§	Interest.§	Loss or Gain to State. — or +	Capital expended.	Net Traffic Receipts, less Surplus paid to Share-holders.	Interest and Annuity	Loss or Gain to State. — or +	
	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1883–84	69,154,961	68,769,369	3,118,197	3,296,762	−178,565	34,443,285	1,376,593	1,330,890	+45,703	233,298	3, 02,567	1,706,291	+1,296,276	+1,163,414
1884–85 Budget	66,565,618	66,586,320	3,168,000	3,240,260	−72,260	39,967,059	1,684,200	1,527,300	+156,900	540,000	2,797,700	1,718,100	+1,079,600	+1,164,240
1884–85 Revised	65,924,311	66,755,140	2,942,100	3,222,400	−280,300	42,187,002	1,643,300	1,509,100	+134,200	295,000	2,378,900	1,716,800	+662,100	+516,000
1885–86 Budget	68,033,611	68,387,540	2,931,500	3,209,400	−277,900	45,433,702	1,888,700	1,749,600	+139,100	340,000	2,723,700	1,729,200	+994,500	+855,700
	—	—	70,218,669	95,734,583	−25,515,914	—	8,467,524	12,710,901†	−4,243,377	39,244,440	17,297,237	9,954,316	+7,342,921	−22,416,379

The decrease in the transactions of the Guaranteed Railways in 1880–81 and in 1884–85 compared with the year immediately preceding is due to the removal of the East Indian and Eastern Bengal Railways from the category of Guaranteed Railways.

* This sum is thus arrived at:—

	£
(*a*) Capital of East Indian Railway at time of purchase	26,200,000
(*a*) 25 per cent. premium thereon	6,550,000
Debentures and Debenture Stock	4,450,000
Outlay subsequent to purchase	154,248
Total	37,354,248

(*a*) Of these amounts, 27,623,336*l.* will be redeemed by an annuity terminable in 1953, which annuity is entered in the column "Interest and Annuity."

† Interest on capital outlay calculated at 4½ per cent. to end of 1880–81, afterwards at 4 per cent., except on 1,000,000*l.* lent by His Highness the Maharajah Holkar for the construction of the Holkar State Railway, on which 4½ per cent. is paid by the State.

‡ Includes capital expenditure on Eastern Bengal Railway prior to purchase as under:—

	Actuals, 1883–84.	Budget, 1884–85.	Revised, 1884–85.	Budget, 1885–86.
	£	£	£	£
Debt incurred in redemption of 4 per cent. Debenture Stock	55,942	—	—	—
Share capital at time of purchase	—	2,255,480	2,255,480	—
Premium on ditto	—	—	1,136,457	—
Debentures and Debenture Stock	—	1,023,700	972,709	—
Overdrawn capital to 30th June 1884	—	—	295,503	—
Debt to be incurred (particulars not known)	—	—	—	203,000
Total	55,942	3,279,180	4,670,129	203,000

§ Includes the following transactions of the Eastern Bengal Railway:—

	Net Traffic Receipts.	Interest and Annuity.
	£	£
Actuals, 1883–84	—	1,119
Budget, 1884–85	250,000	101,300
Revised, 1884–85	250,000	99,700
Budget, 1885–86	317,500	234,300

RATES AND FARES.

18. In January 1884 the Sind, Punjab and Delhi Railway brought to notice that they were at issue with the connected railways in respect to the mileage charges payable

Railway Conference of 1882. Rules for interchange of stock. Interpretation of Rules XII., XVI., and XVII.

1st.—Under Rule XVII.—On dummy waggons.

2nd.—Under Rules XVII. and XVI.—On light-loaded waggons, that may be accepted for through running by the mutual consent of the Traffic Managements.

3rd.—Under Rule XII.—On extra passengers' vehicles attached to ordinary trains for troops.

4th.—Under Rule XII.—On horse boxes, carriage trucks, prison vans, and hospital carriages.

And submitted the case to the Director General of Railways to be dealt with under the provisions of Clause 9 of the orders for the conduct of business at the Railway Conference of 1882, printed in the Administration Report for 1882–83. The correspondence was accordingly circulated to the chief Railway Administrations, and the result of the replies was formulated as follows by the Director General, and has now been generally accepted:—

RULES FOR THE INTERCHANGE OF ROLLING STOCK.

Interpretations.

(1.)—*Rule XVII.*—No mileage charge shall be made on dummy waggons not earning freight.

(2.)—*Rules XVII. and XVI.* (*c.*)—Mileage on light-loaded waggons, accepted for through running by mutual consent of Traffic Managers, shall be paid on the actual weight charged for.

(3.)—*Rule XII.*—Extra passenger vehicles attached, for the use of troops, to ordinary trains shall not be regarded as "ordinary traffic" under Rule XII. (*b*), and no mileage shall therefore be charged on such vehicles unless under load.

(4.)—*Rule XII.*—Horse-boxes, carriage trucks, prison vans, and hospital carriages, shall be regarded as "ordinary traffic," under Rule XII. (*b*), when attached to the regular advertised trains, and mileage shall then be paid on them in both directions. When attached to other than the regular advertised trains, no mileage shall be charged on such vehicles unless under load.

19. The recommendations of the Traffic Conference of 1884, printed in detail in last year's report, have been submitted to the various Boards, but have not yet been fully accepted. Traffic Conference, 1884.

20. The clause of the lease of the Rajputana-Malwa Railway to the Bombay, Baroda and Central India Railway, defining the control of the Government of India over the rates and fares of the undertaking, is quoted in full below:— Lease of Rajputana-Malwa Railway, maximum and minimum rates and fares.

"The Secretary of State shall have power from time to time to fix and vary both maximum and minimum rates with a reasonable difference between them for the carriage of passengers and goods over the railways comprised in the undertaking, and the rates and fares to be charged by the company for the carriage of such passengers and goods shall not exceed the maximum and shall not be less than the minimum rates so fixed. And the Company, in respect of all passengers and goods derived from or delivered to any railway comprised in the undertaking and which may be carried over the Bombay and Baroda Railway or any part thereof, shall book through between all stations comprised in the undertaking and all stations on the Bombay and Baroda Railway, and shall charge not more

than the same mileage rates for the distance which such passengers and goods shall be carried over the Bombay and Baroda Railway, or any part thereof, as shall be charged on the railways comprised in the undertaking, and all stores required for use on the Bombay and Baroda Railway, or any part thereof, and on the railways comprised in the undertaking, or any part thereof, shall be carried at the same mileage rates over the Bombay and Baroda Railway and over the railways comprised in the undertaking, such rates not being less than the actual cost of conveyance."

Under the above the following have been fixed as the maximum and minimum rates for the carriage of passengers and goods over the Rajputana-Malwa Railway, with effect from the 1st January 1885, until further orders:—

PASSENGER FARES.

	Maximum. Pies per Mile.	Minimum. Pies per Mile.
1st Class	18	12
2nd „	9	6
Intermediate Class	4	3
3rd Class, Mail	3	2
Under graduated scale as at present—		
3rd Class	$2\frac{1}{4}$	$1\frac{3}{4}$

GOODS RATES.

	Maximum. Pies per Maund per Mile.	Minimum. Pies per Maund per Mile.
1st Class and special goods	·35	·14*
2nd „	·55	·50
3rd „	·70	·60
4th „	·85	·75
5th „	1·00	·90

A reduction of 10 per cent. may be made in these rates for "down" or inland goods at the discretion of the Company.

Bengal and North-Western Railway, maxima rates and fares.

21. On the opening of the Bengal and North-Western Railway Company for traffic in 1884, the following maxima rates and fares were sanctioned by the Government of India, subject to such revision as might hereafter be found desirable:—

PASSENGER FARES.

1st Class	15 pies per mile	With return tickets at $1\frac{1}{2}$ fares.
2nd „	9 „ „	
Intermediate	4 „ „	
3rd Class	$2\frac{1}{2}$ „ „	

GOODS RATES.

1st Class	$\frac{1}{3}$ pie per maund per mile.
2nd „	$\frac{1}{2}$ „ „
3rd „	$\frac{2}{3}$ „ „
4th „	$\frac{5}{6}$ „ „
5th „	1 „ „

And for bullion the rules in force on the East Indian Railway.

* *Exception.*—The minimum rate for 1st class and special goods is limited by the orders contained in Public Works Department letter to the Government of Bombay, No. 162 R.T., dated 2nd March 1883, viz., that the through charge for the present from Delhi to Bombay is to be for wheat 11 annas, and for other grains and seeds of the same class $11\frac{1}{2}$ annas.

22. The discussion on through rates and competitive rates has continued during the year, the extension of existing lines and opening of new ones bringing the matter into great prominence. The regulation of the rates on the East Indian Railway has become a matter of pressing moment; the East Indian Railway forming the main trunk to the nearest sea port for the traffic of the connected lines, Oudh and Rohilkhand, Cawnpore and Achnera, Bengal and North-Western, and the Tirhoot Railways, the settlement of the rates on such a basis, as, while giving due weight to long distance traffic, may, at the same time, give no undue preference to the traffic coming in at any of the junctions of these lines with the East Indian Railway, being a delicate matter requiring careful treatment. Through and competitive rates.

Coaching Rates.

23. The comparison of the numbers travelling and receipts from the lowest class of passengers, exclusive of season ticket holders, on the East Indian Railway given in last year's report, is continued as showing the actual result from the reduction of the lower class fares up to date.

	Numbers.	Receipts.
	Rs.	Rs.
First half of 1881	3,905,665	45,86,759
Second half of 1881	3,672,028	43,50,680
First half of 1882	*4,645,468	55,76,367
Second half of 1882	4,407,108	43,61,734
First half of 1883	5,649,737	51,55,678
Second half of 1883	4,790,528	46,30,831
First half of 1884	5,559,482	51,27,955
Second half of 1884	4,895,837	48,06,337

The reduction from 3 pies to 2½ pies was made on the Jubbulpore Branch and the main line North-West of Allahabad on the 1st January 1882, and on the remaining portion of the undertaking on the 1st July 1882.

The increase in numbers of passengers over that of 1881 is 2,877,626, and of the receipts is practically 10 lakhs of rupees, whilst the following figures compare the cost of working in the two years 1881 and 1884:—

		1881.	1884.
Per-centage of working expense on gross receipts	-	31·81	37·62
Working expenses per train mile	Rs.	1·73	1·87
Average cost of hauling a passenger unit one mile	Pies	0·84	0·87

24. From the 1st July 1884, the date on which the Government entered into possession of the railway, a reduction of the two lower class fares on the Eastern Bengal State Railway from 4½ pies and 3 pies per mile to 4 pies and 2½ pies was ordered. The nomenclature of these two classes was at the same time assimilated to that on the East Indian Railway, they being from that date styled intermediate class, and 3rd class. In November 1884 the reduced rates and adoption of the intermediate class were also sanctioned for the Calcutta and South-Eastern Railway, but their introduction has been delayed pending addition to the rolling stock. From the 1st January 1885 the reduced intermediate fare, 4 pies per mile, has also been introduced on the Northern Bengal State Railway. The third class mail train fare on that line being 2½ pies, while the fare by ordinary train is from 2 to 2¼ pies. Reduction of fares on the Eastern Bengal State Railway and the Northern Bengal State Railway.

It is not possible yet to estimate properly the effect of these reductions, but on the Eastern section of the Eastern Bengal State Railway where they have been in force ten months the increase in the number of third class passengers travelling has not so far made up for the reduction in the receipts due to the lower fare, and in the intermediate class there has been an actual reduction in the number of passengers, but

* Part of this increase, estimated at 536,000 passengers, is due to the Khumbh Mêla at Allahabad in February 1882.

judging by the result of the introduction of low fares on the East Indian and other railways, there can be very little doubt of their ultimate success on this railway also.

Tirhoot State Railway.

25. The fare for third or lowest class passengers was reduced from 2½ to 1¾ pies per mile from the 1st January 1885. The result during the opening quarter of this year is reported to be very satisfactory and the effect of this very low rate will be watched with interest.

Parcel rates.

26. The revised parcel rates proposed at the traffic conference have now been generally adopted on the Indian Railways, and are as follows:—

		First 100 miles.	Every additional 100 miles.
		As.	As.
Subject to a maximum charge of one rupee for a parcel not exceeding 5 seers irrespective of distance.	Not exceeding 5 srs. or 1 c. ft. -	3	1
	„ 10 „ 2 „ -	6	3
	„ 20 „ 4 „ -	10	5
	„ 30 „ 6 „ -	13	6½
	„ 40 „ 8 „ -	16	8
	For every additional 10 seers or 2 cubic feet or portion of 10 seers or 2 cubic feet -	4	2

Parcels exceeding 40 seers in weight or 8 cubic feet in measurement may be booked if accommodation will allow.

Fish, fruit, vegetables, bazaar baskets, meat and ice at half parcel rates, subject to a minimum of 2 annas. The ordinary rule as to fractions of an anna to apply to these rates. The charge to be reckoned on the through distance as if it were one railway, with one minimum only, and to be divided in mileage proportion.

Goods Rates.

Eastern Bengal State Railway.

27. An important feature in goods working on this line was introduced during the year by effecting deliveries of downwards consignments (at Calcutta) principally jute at riverside jetties and godowns. Consigners can now book direct to any point on the river between the Budge Budge Jute Mill on the south and the Goreepore Jute Mill on the north; the goods being taken on by the Calcutta Landing and Shipping Company at Shamnagar and Chitpore, respectively. The jute in drums rate on this line was reduced to 6 annas per maund and for bales to 25 per cent. less. A salt rate of ⅛th pie per maund mile was tried as a tentative measure, but the reduction led to no increase in traffic and the rate was again raised.

Sind, Punjab and Delhi Railway. Ferozepore agency. Kurrachee traffic.

28. In May 1884 a goods and parcel agency was opened at Ferozepore city by the Sind, Punjab and Delhi Railway Company, the goods rates between Ferozepore city and Kurrachee, being the same as those previously levied at Gunda Singh Station. The company making no charge for cartage and ferry toll upon the goods traffic booked to and from Kurrachee from Ferozepore. The rate for grains and seeds between Kurrachee or Kiámári and Ferozepore city being fixed at Rs. 0-11-9 per maund, equivalent to ·15 pies per maund per mile of all descriptions.

Iron and steel that can be loaded in a covered goods waggon, Rs. 0-12-9 per maund, equivalent to ·18 pies per maund per mile.

These and other reductions, in which the Punjab Northern State Railway has also joined, have had a most important effect on the trade of Kurrachee, as the following extract from the Consulting Engineer for Guaranteed Railways' report, dated 31st March 1885, will show:—

Kiámári.—The trade of Kiámári is advancing at a rate exceeding all anticipations; at the time of the inspection 18,000 tons of grain were on the railway premises waiting shipment, and it is hardly too much to say that with wheat at its present price the exports from Kurrachee under the old system would have been practically *nil*. The trade is increasing faster than accommodation can be

provided for it; there are now six sheds in use with an aggregate area of 60,000 square feet, 48,000 square feet of which is in the hands of the railway company and the remainder rented. Two more sheds each 200′ × 60′ are to be erected on the new reclamation, and these will be raised higher than the former ones so as to increase their capacity.

This result is of course mainly due to the low rates introduced on the Sind, Punjab and Delhi and Indus Valley Railways, and the effect of these low rates is thus noticed by the Manager of the Indus Valley Railway, in his report:

Whilst almost every line in the country has suffered severely from the depression in the wheat trade, this line is remarkable for its largely increased earnings during 1884–85. The wheat traffic only fell off about 25 per cent. from the very large amount of the preceding year. A splendid harvest of oil seeds in the Punjab has gone far to make up this deficiency and there has been a considerable increase in the general traffic of the line. The carriage of the Boundary Commission to Rindli, of camels and stores for Egypt, and of material for the construction of the extension of the Sind-Pishin Railway have added perceptibly to the earnings. The working expenses have been reduced and the net earnings have been estimated in the Budget at 40 lakhs against almost 30 lakhs in 1883–84. The line will, therefore, in 1884–85 have earned fully 4½ per cent. on the whole capital of the open line of the combined Indus Valley and Sind-Pishin Railways.

Wardha Coal State Railway.

29. The rate for carriage of coal was reduced from 6 to 4½ pies per ton mile in July 1884 to encourage the use of the Warora coal on the Rajputana-Malwa and Great Indian Peninsula Railways, but owing to the slackness of traffic and other causes the low rate has not as yet produced much increase in the demand.

TABLE showing ORDINARY PASSENGER FARES and GOODS RATES

Names of Railways.	Passenger Fares per Mile.				Goods		
	1st Class.	2nd Class.	Intermediate or 3rd Class.	4th or Lowest Class.	Special Class per Ton per Mile.		1st
					Food Grain.	Coal.	Per Ton per Mile.
	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
East Indian	18	9	4·50	2·50	(x)	(y)	9·07
GUARANTEED.							
Madras	18	7	—	2·00	4·53 & 6·80	8·00	10·00
South Indian	12	4	—	2·00	—	—	(a) 9·07
Great Indian Peninsula (d)	12	6	(e) 3	(e) 2·50	(f) 5·00 to 8·00	(f) 6·00	(f) 9 to 10
Bombay, Baroda and Central India	12	6	(e) 3	(e) 2·50	4·08 to 7·89	4·52 to 5·44	10·88
Sind, Punjab and Delhi	12	8	4	Mail 2·50 / Mixed 2·25	6·80	3·89	9·07
Oudh and Rohilkhand	—	(g) 9	(h) 3	(i) 2·50	4·53 & 5·44	5·44	6·80
ASSISTED COMPANIES.							
Southern Mahratta	18	9	—	2·50	(f) 6·75	(f) 9·00	(f) 9·00
Bengal Central	12	6	4·50	3·00	5·72	5·17	9·07
Bengal and North-Western	15	9	4	2·56	6·81	6·81	9·07
Deoghur	24	—	—	6·00	(x)	(x)	(x)
Assam	18	9	—	4·00	—	4·00	27·22
Darjeeling-Himalayan	72	36	—	15·00	58·79	39·19	81·66
Rohilkhand-Kumaun	—	—	—	—	—	—	Returns not
IMPERIAL STATE.							
Punjab Northern	12	8	3·50	Mail 2·50 / Local 3·00 / Mail 2·50 / Mixed 2·00	(n) 4·54 & 3·40	2·72	9·07
Indus Valley	12	8	—	2·00	3·88 to 5·44	2·72 & 4·54	9·07
Rajputana-Malwa	18	9	3	2 to 2·67	(o)	(p)	9·53
Eastern Bengal	(q) 12 & 18	(q) 6 & 9	4	(q) 2·50 & 3·00	6·80	6·26	9·07
Sindia	—	—	—	—	—	Same as on the East	
Dhond-Manmad	—	—	—	—	—	Same as on the Great	
Wardha Coal	18	9	4	2·00	8·00	6·00	10·00
PROVINCIAL STATE.							
Calcutta and South-Eastern	—	—	—	—	Now worked by the Eastern Bengal		
Nalhati	18	6	—	3·00	(r) 7·89 & 8·98	11·43	11·97
Northern Bengal	18	9	4·50	(s) Up 2·50 / 2·25 / 2·00	(t) 5·44 & 3·89 Up		
					(s) 6·80 & 4·54 Down	(u) 5·44 & 3·89	9·07
Kaunia-Dharila	36	18	—	6·00	(v) 54·44	(v) 54·44	—
Tirhoot	18	9	4·50	2·50	7·62	7·62	9·07
Patna-Gya	—	—	—	—	—	Same as on the East	
Cawnpore-Achnera	15	8	3	2·00	4·89	7·62	9·07
Dildarnagar-Ghazipur	—	—	—	—	—	Same as on the East	
Bareilly-Pilibhfeet	—	—	—	—	—	Returns	
Nagpur-Chhattisgarh	18	8	4	2·00	(w) 9·5 & 9	6·00	10·00
Burma	14·9	6	—	3·00	7·80	7·80	19·26
Amritsar-Pathankot	—	—	—	—	Same as on the Sind, Punjab and		
Kokilamukh	—	—	—	—	—	—	27·22
NATIVE STATES.							
Bhopal-Itarsi	—	—	—	—	—	Same as on the	
Bhavnagar-Gondal	12	6	—	2·50	7·00	8·00	10·88
His Highness the Gaekwar's	—	(g) 7	—	(i) 2·00	4·08 to 7·89	4·52 to 5·44	10·88
Jodhpore	18	6	—	3·00	—	—	21·60
Khamgaon	—	—	—	—	—	Same as on the Great	
Amraoti							
His Highness the Nizam's	18	6	—	2·00	8·09	6·00	10·00
Mysore	12	6	—	3·00	(f) 6 & 7	(f) 8·00	(f) 10·09
Rajpura-Patiala	—	—	—	—	—	Same as on the Sind, Punjab	

(a) For articles enumerated in the "excepted list" of the Railway Company (not printed here). These articles, when carried in truck loads of 162 maunds, are charged at 5 annas per mile, and of 270 maunds, at 3 annas per mile.

(b) For all other goods, explosive articles excepted.

(c) For combustibles.

(d) The higher goods rates are under 400 miles and the lower above 600 miles.

(e) The 3rd class fare is 3 pies by mail train and 2¼ pies by other trains.

(f) These rates are for a ton of 27 maunds,

(g) Called Upper Class.

(h) Called Lower Reserved,

(i) Called Lower Class,

(j) Called A Class.

(k) Called B Class.

(l) Called C Class.

(m) Called D Class.

(n) 4·54 pies when booked under 100 miles, and 3·40 pies when booked over 100 miles.

(o) 0·35 per maund for first 100 miles
0·25 " from 101 to 200 miles
0·15 " " 201 to 400 "
0·10 " over 400 miles
} when in consignments of 220 maunds and over.

Wheat is charged at Re. 0-7-2 from Delhi, and 0-6-11 from Agra to Sabarmati, when booked to Bombay, and other grains at 0-7-6 from Delhi and 0-7-3 from Agra to Sabarmati. From 1st June 1883 from stations Neemuch to Ratlam to Khandwa Re. 0-4-4 is charged per maund.

in Pies on all INDIAN RAILWAYS on the 31st December 1884.

Rates. Class.	2nd Class.		3rd Class.		4th Class.		5th Class.		Names of Railways.
Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	East Indian.
									GUARANTEED.
0·37	13·61	0·50	18·00	0·66	24·00	0·88	36·00	1·33	Madras.
(a) 0·33	(b) 13·61	(b) 0·50	—	—	—	—	(c) 54·44	(c) 2·00	South Indian.
	(f)		(f)		(f)		(f)		
0·33 to 0·37	13·5 to 14	0·5 to 0·52	20 to 23·8	0·74 to 0·88	25 to 34	0·93 to 1·26	34 to 48	1·26 to 1·78	Great Indian Peninsula (d),
0·40	16·33	0·60	21·77	0·80	27·22	1·00	32·66	1·20	Bombay, Baroda & Central India,
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	Sind, Punjab and Delhi.
0·25	13·61	0·50	27·22	1·00	—	—	—	—	Oudh and Rohilkhand.
									ASSISTED COMPANIES.
0·33	(f) 13·50	0·50	(f) 18·00	0·67	(f) 27·00	1·00	(f) 36·00	1·33	Southern Mahratta.
0·33	(j) 2·81	(j) 0·14	(k) 4·62	(k) 0·17	(l) 5·44	(l) 0·20	(m) 6·80	(m) 0·25	Bengal Central.
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	Bengal and North-Western.
(x)	(x)	(x)	(x)	(x)	(x)	(x)	(x)	(x)	Deoghur.
1·00	54·44	2·00	81·66	3·00	—	—	—	—	Assam.
3·00	108·88	4·00	136·10	5·00	—	—	—	—	Darjeeling-Himalayan.
received.	—	—	—	—	—	—	—	—	Rohilkhand-Kumaun.
									IMPERIAL STATE.
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	Punjab Northern.
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	Indus Valley.
0·25	14·29	0·53	19·05	0·70	23·14	0·85	27·22	1·00	Rajputana-Malwa.
0·33	13·15	0·67	27·22	1·00	—	—	—	—	Eastern Bengal.
Indian Railway.	—	—	—	—	—	—	—	—	Sindia.
Indian Peninsula Railway.			—	—	—	—	—	—	Dhond-Manmad.
0·37	14·00	0·51	24·00	0·88	34·00	1·25	48·00	1·76	Wardha Coal.
									PROVINCIAL STATE.
State Railway.	—	—	—	—	—	—	—	—	Calcutta and South-Eastern.
0·44	17·96	0·66	23·95	0·88	35·93	1·32	71·86	2·64	Nalhati.
0·33	13·15	0·67	27·22	1·00	—	—	—	—	Northern Bengal.
—	—	—	—	—	—	—	—	—	Kannis-Dharlia.
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	Tirhoot.
Indian Railway.	—	—	—	—	—	—	—	—	Patna-Gya.
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	Cawnpore-Achnera.
Indian Railway.	—	—	—	—	—	—	—	—	Dildarnagar-Ghazipur.
not received.	—	—	—	—	—	—	—	—	Bareilly-Pilibheet.
0·67	14·00	0·51	24·00	0·88	34·00	1·25	48·00	1·76	Nagpur-Chhattisgarh.
0·45	15·32	0·55	21·45	0·78	—	—	—	—	Burma.
Delhi Railway.	—	—	—	—	—	—	—	—	Amritsar-Pathankot.
1·00	54·44	2·00	81·66	3·00	—	—	—	—	Kokilamukh.
									NATIVE STATES.
Great Indian Peninsula Railway.			—	—	—	—	—	—	Bhopal-Itarsi.
0·40	16·33	0·60	21·77	0·80	27·22	1·00	32·66	1·20	Bhavnagar-Gondal.
0·40	16·33	0·60	21·77	0·80	27·22	1·00	32·66	1·20	His Highness the Gaekwar's.
0·79	25·92	0·95	30·24	1·11	34·57	1·27	38·89	1·43	Jodhpore.
Indian Peninsula Railway.	—	—	—	—	—	—	—	—	Khamgaon.
									Amraoti.
0·37	14·00	0·51	24·00	0·88	34·00	1·25	48·00	1·76	His Highness the Nizam's.
0·37	(f) 13·61	0·50	(f) 18·00	0·67	(f) 24·00	0·89	(f) 36·00	1·33	Mysore.
and Delhi Railway.	—	—	—	—	—	—	—	—	Rajpura-Patiala.

(p) Coal in consignments of 270 maunds is charged to the public as follows:—
0·35 per maund per mile for first 100 miles. | 0·15 per maund per mile from 201 to 400 miles.
0·25 ,, ,, from 101 to 200 miles. | 0·10 ,, ,, over 400 miles.
Coal in full waggon loads for revenue purposes of the railway is carried at 0·15 pie per maund per mile.

(q) The higher rates are in force on the Southern Section, formerly the Calcutta and South-Eastern Railway.

(r) The lower rate is charged in through booking only, when the consignments are not less than 220 maunds, and the higher rate when the consignments are less than 220 maunds but over 50 maunds.

(s) 2½ pies for passengers by mail only. By mixed trains the rate is 2·25 pies for the first 100 miles, and 2 pies for the next 100 miles.

(t) Upwards of 5·44 pies for first 100 miles, and 3·89 for next 100 miles, and downwards 6·80 pies for first 100 miles, and 4·54 for next 100 miles.

(u) 5·44 pies for first 100 miles, and 3·89 for next 100 miles.

(v) The rates ¼, ½, ¾, and 1 pie per maund per mile are applicable to all other descriptions of goods than those mentioned.

(w) 9¼ pies per ton per mile when booked for distances of 100 miles and less, and 9 pies for distances above 100 miles.

(x) For all stations except Howrah:—

For first 100 miles	9·07	pies per ton per mile.	
,, extra distance over 100 up to 450 miles	4·63	,,	,,
,, extra distances above 450 miles	3·27	,,	,,
For traffic to Howrah:—			
1 to 100 miles	7·89	,,	,,
101 to 450 miles	4·36	,,	,,
Over 450 miles	3·54	,,	,,

(y) For distances under 100 miles 9·07 pies per ton per mile.
,, ,, of and over 100 and under 300 miles 6·80 ,, ,,
,, ,, ,, ,, 300 ,, 600 ,, 4·54 ,, ,,
,, ,, ,, ,, 600 miles 3·89 ,, ,,

(z) There is only one rate for goods, viz., 13·07 pies per ton per mile, or 0·48 pie per maund per mile.

TRAFFIC AND WORKING.

30. The tables on pages 82 to 85 of this report contain detailed information connected with the passenger and goods traffic on all open lines for the year 1884, and on pages 80 and 81 will be found a summary giving the general results of working the principal railways. The main results are summarised below for all railways, and compared with the similar figures for 1883 and 1882:—

——	1884.¶	1883.	1882.
Mean mileage open for traffic	11,114·37	10,408·90	9,985·30
Number of passengers carried	73,815,119	65,098,953	*58,875,918
Number of tons of goods moved	16,663,007	16,999,264	†14,833,243
Number of tons of general merchandise	10,750,809	10,983,265	†9,275,065
Number of passenger miles	3,355,746,323	3,018,897,913	*2,898,239,587
Ton mileage of goods	2,761,518,023	2,970,703,599	*2,465,049,623
Number of train miles	39,606,785	40,182,527	‡36,751,857
Gross receipts Rs.	15,97,63,256	‖16,27,97,525	§15,23,12,619
Working expenses „	8,06,26,463	‖7,87,81,945	§7,58,05,494
Net receipts „	7,91,36,793	‖8,40,15,580	§7,65,07,125

In round numbers, the average length open during the year 1884 was 11,115 miles, upon which the traffic work performed was equivalent to 3,356 millions of passengers and 2,762 millions of tons of goods, carried one mile.

31. The total number of passengers carried shows an increase of 13·39 per cent. over the number carried in 1883. The passenger mileage has increased 11·16 per cent., and the receipts from passenger traffic 9·23 per cent. The number of passengers per open mile was 6,641 in 1884, as compared with 6,254 in 1883 and 5,992 in 1882. Of the total number carried in 1884, the lower class passengers constituted 97·36 per cent., the second class 2·18, and the first class only 0·46 per cent.

The distances travelled by each class of passengers were, on an average, first class 81 miles, second class 63 miles, and lower classes 45 miles; and for these journeys the first class passenger paid Rs. 5-5-3, the second class passenger Rs. 1-10-3, and the third class passenger Rs. 0-9-0.

The average receipts per coaching train mile were Rs. 3·26, the highest among the principal railways being Rs. 4·60 on the Oudh and Rohilkhand Railway, the lowest Rs. 1·62 on the Wardha Coal Railway.

The largest average number of passengers carried in a passenger train was 319·24 on the Oudh and Rohilkhand Railway, the smallest 138·37 on the Wardha Coal, and 27·56 on the Darjeeling-Himalayan Railway.

The lowest average cost of hauling one passenger unit one mile was on the broad gauge 0·87 pies on the East Indian Railway, on which line the average sum received for this work was 2·70 pies, and on the narrow gauge 0·94 pies on the South Indian, the average receipt being 2·06 pies.

32. The total tonnage of goods lifted during the year shows a decrease of 2·12 per cent., and the total ton mileage a decrease of 7·04 per cent. as compared with

* Excluding Sindia, Dildarnagar-Ghazipur, Muttra-Achnera, and Darjeeling Railways.
† Excluding Sindia, Dildarnagar-Ghazipur, Muttra-Achnera, Kaunia-Dhurla, Bhopal, and Darjeeling Railways.
‡ Excluding Muttra-Achnera and Darjeeling Railways.
§ Excluding Dildarnagar-Ghazipur Railway, and steamboat service on all lines.
‖ Excluding steamboat service.
¶ Excluding Rohilkhand-Kumaun and Bareilly-Pilibheet Railways, and steamboat service on all lines.

1883. The receipts from goods traffic were less in 1884 than in 1883 by 6·39 per cent. The number of tons of goods carried per mile open was 1,499 in 1884, as compared with 1,633 in 1883 and 1,516 in 1882.

The average receipts per goods train mile were Rs. 2·67, the highest being Rs. 7·64 on the Bombay, Baroda and Central India Railway, broad gauge, and Rs. 3·67 on the Nagpur-Chhattisgarh, narrow gauge, and, among the principal railways, the lowest Rs. 1·31 on the Bengal Central Railway.

The lowest average cost of hauling one ton of goods one mile was 2·47 pies on the East Indian Railway, broad gauge, and 4·76 pies on the Rajputana-Malwa, narrow gauge, the average sums received on these lines for doing this work being 6·31 pies and 8·04 pies respectively.

33. Including the steamboat service, the gross receipts during the year amounted to Rs. 16,06,62,253, of which Rs. 4,48,30,989 were obtained on the East Indian Railway (including the State branches worked by it), Rs. 7,32,99,505 on the Guaranteed lines, Rs. 3,83,92,701 on State Railways, Rs. 27,28,600 on lines in Native States, and Rs. 14,10,458 on the Assisted Companies' lines. Gross receipts.

Of the total earnings, Rs. 5,07,07,537 were due to coaching, Rs. 10,56,59,412 to goods, and Rs. 42,95,304 to steamboat service and miscellaneous sources.

Compared with the previous year's returns, the traffic receipts (coaching and goods) show a decrease of 1·63 per cent. The total receipts* per mile open were Rs. 14,374 in 1884, Rs. 15,640 in 1883, and Rs. 15,275 in 1882.

The receipts* per train mile in 1884 were Rs. 4·03, as compared with Rs. 4·05 in 1883, and Rs. 4·14 in 1882.

34. Excluding steamboat expenditure, the total working expenses during 1884 amounted to Rs. 8,06,26,463, the per-centage on gross receipts being 50·47 as compared with a similar per-centage of 48·39 in 1883, and of 49·77 in 1882. Working expenses.

The lowest per-centages in 1884 were 37·62† on the East Indian Railway, and 42·95 on the Bombay, Baroda, and Central India Railway, and 49·49† on the Indus Valley State Railway.

The expenses per train mile for all lines average Rs. 2·06, and were, excluding the Rajpura-Patiala, Jodhpore and Deoghur Railways, lowest on the Bengal and North-Western Railway Rs. 1·48, on the Cawnpore-Achnera Railway Rs. 1·60, and on the South Indian Railway Rs. 1·62. On the East Indian the expenses per train mile were Rs. 1·87, and on the other lines they varied within a maximum (omitting the Kaunia-Dharlla Tramway) of Rs. 4·24 on the Assam Railway.

The details of expenditure on maintenance and working will be found in the tables at pages 88 and 89.

35. The tables at pages 90 to 93 and 96 to 106 contain particulars of the unit mileages, train and engine mileages, and the tonnage and receipts of the principal commodities carried on the various railways, as compared with the similar figures for 1883. Train and engine mileage. Principal commodities.

36. The aggregate traffic of all railways in grain, pulses, and seeds has been during the last two years— Grain and seeds.

——	Quantity.	Receipts.
	Tons.	Rs.
1883 - - - - -	5,214,070	4,21,14,314
1884 - - - - -	4,784,990	3,57,32,582

* Excluding steamboat service.
† Including steamboat.

Wheat traffic.

37. The wheat traffic was very dull; during the first half of 1884 the quantities carried by the principal railways for local consumption and in connexion with the ports of shipment were for two corresponding half years—

	Tons.	
	1st half 1883.	1st half 1884.
East Indian	255,357	97,186
Great Indian Peninsula	274,395	231,883
Bombay, Baroda, and Central India	51,347	24,649
Sind, Punjab, and Delhi	172,765	80,349

The exports from the three chief ports during the same period were—

	Tons. First half of—		
	1884.	1883.	
Calcutta	67,440	178,124	Decrease 62·14 per cent.
Bombay	160,554	281,748	„ 43·02 „
Kurrachee	69,661	90,463	„ 23 „

These figures will not agree with the quantities actually carried by rail during the same periods owing to storage, and the shipments of wheat brought down at the end of June being made in a subsequent month.

38. The statements given below, which are taken from the accounts relating to the trade and navigation of British India for the month of March 1885, are interesting as showing the quantity and value of Indian wheat exported to the several countries, and the share of each Indian province in the total quantity of wheat exported.

Principal Countries to which Wheat was Exported.	During the Twelve Months from 1st April to 31st March.							
	Quantity.				Value.			
	1881–82.	1882–83.	1883–84.	1884–85.	1881–82.	1882–83.	1883–84.	1884–85.
	Cwt.	Cwt.	Cwt.	Cwt.	Rs.	Rs.	Rs.	Rs.
To the United Kingdom	9,379,236	6,575,160	(a)10,508,210	7,444,981	3,96,56,431	2,74,31,833	(a)4,33,59,172	2,90,15,857
„ Belgium	2,625,227	1,458,898	(a)2,598,577	1,788,684	1,17,64,323	66,09,285	(a)1,10,37,506	71,75,615
„ France	5,808,073	3,567,712	(a)3,397,908	3,314,963	2,38,88,858	1,58,82,288	(a)1,49,89,192	1,34,27,906
„ Holland	712,390	578,246	198,750	92,549	26,64,211	24,25,664	8,18,961	4,26,821
„ Italy	359,318	176,063	445,522	700,875	16,77,135	7,27,800	17,88,076	25,25,971
„ Egypt	919,036	799,550	(a)3,305,999	2,211,505	38,57,878	35,76,624	(a)1,45,91,900	91,95,915
„ other countries	560,240	988,778	513,529	350,785	25,11,979	40,35,847	21,95,803	13,33,368
Total	19,863,520	14,144,407	(a)20,956,495	15,854,292	8,60,40,815	6,06,89,341	(a)8,87,75,610	6,31,01,453

(a) Corrected figures taken from the Trade and Navigation Account of British India for the month of March 1885.

Share of each Province and Port in the total quantity of Wheat Exported.	During the Twelve Months from 1st April to 31st March.							
	Quantity.				Value.			
	1881–82.	1882–83.	1883–84.	1884–85.	1881–82.	1882–83.	1883–84.	1884–85.
	Cwt.	Cwt.	Cwt.	Cwt.	Rs.	Rs.	Rs.	Rs.
Bengal (Calcutta) - -	6,668,047	4,439,405	7,611,535	2,563,204	2,52,07,566	1,79,35,557	3,04,27,657	99,96,131
Bombay - - - -	11,328,585	6,957,752	8,970,603	8,993,108	5,13,03,583	2,98,95,916	3,88,15,002	3,46,64,273
Sind (Kurrachee) - -	1,852,334	2,732,275	(a)4,372,832	4,294,398	94,82,433	1,28,12,379	(a)1,95,26,470	1,84,28,110
Madras - - - -	10,996	6,599	1,525	1,315	36,178	22,282	6,481	6,057
British Burma - -	3,558	8,376	Nil	2,267	11,055	23,257	Nil	6,882
Total - - -	19,863,520	14,144,407	(a)20,956,495	15,854,292	8,60,40,815	6,06,89,341	(a)8,87,75,610	6,31,01,453

It will be seen that the export during the year 1884–85 is 24 per cent. less than that for 1883–84.

39. The exports from Calcutta have decreased in quantity by 66·32 per cent., those from Bombay show a slight increase of 0·25 per cent., and those from Kurrachee a decrease of 1·79 per cent. as compared with 1883–84.

40. The foreign export of rice shows a decrease in 1884–85. That during the twelve months from the 1st April to the 31st March compares as follows for the last three years:— Rice.

	Quantity in Cwts.			
	1881–82.	1882–83.	1883–84.	1884–85.
From Bengal - - - -	7,684,878	7,855,151	7,422,296	6,066,282
„ Bombay - - - -	615,639	552,537	(a)520,730	676,748
„ Sind - - - -	48,764	71,473	79,742	82,212
„ Madras - - - -	1,776,684	1,448,540	1,994,788	1,635,995
„ British Burma - - -	18,762,456	21,330,587	17,022,303	13,590,295
Total - - -	28,888,421	31,258,288	(a)27,039,859	22,051,532

Of the total amount exported in 1884–85, in round numbers, 7,600,000 cwt. were sent to the United Kingdom, and 7,972,000 cwt. to Malta, Mauritius, the West Indies, Ceylon, and the Straits Settlements.

(a) Corrected figures taken from the Trade and Navigation Account of British India for the month of March 1885.

General Results of Working of the Principal Indian Railway

Progressive Number.	Headings.	5-feet 6-inch Gauge.									
		East Indian. (b)	Madras.	Great Indian Peninsula. (d)	Bombay, Baroda, and Central India. (e)	Sindi, Punjab, and Delhi.	Oudh and Rohilkhand.	Bengal Central.	Punjab, Northern.	Indus Valley.	Eastern Bengal. (h)
1	Miles open on 31st December 1884. Miles	1,653·53	860·87	1,446·75	461	662·98	394·19	125·75	446·75	652·48	233
1a	Mean mileage worked during the year. Miles	1,653·30	860·87	1,443·77	461	729·42	558·68	114·54	446·75	(i) 659·58	233
2	Total Capital Outlay Rs.	(c) 36,41,80,103	11,43,05,996	26,34,97,800	(a) 9,12,76,572	13,23,05,000	6,57,53,598	99,87,396	7,38,45,767	8,65,18,793	4,63,11,593
3	„ per mile „ open. (a)	2,14,958	130,019	1,99,056	1,91,533	165,018	106,208	67,427	162,370	127,545	194,157
4	Coaching receipts - „	1,36,35,379	30,10,922	76,73,057	37,03,764	36,49,691	21,33,096	3,04,243	14,45,222	13,78,376	19,38,524
5	Goods receipts - - „	3,03,38,527	39,52,694	2,56,49,008	82,35,822	70,03,461	28,11,468	53,107	15,22,881	57,39,156	30,34,827
6	Gross earnings - „	4,48,30,989	71,41,318	3,36,56,544	1,21,95,589	1,08,29,112	52,75,197	4,54,837	32,40,547	73,29,028	54,34,683
7	Working expenses - „	1,68,66,853	42,05,631	1,76,04,234	52,38,456	66,33,750	29,49,051	5,74,519	23,44,254	36,27,304	28,63,115
8	Ditto per cent. of gross receipts.	37·62	58·89	52·31	42·95	61·26	55·90	126·31	72·34	49·49	52·20
9	Net earnings - - Rs.	2,79,64,136	29,35,687	1,60,52,310	69,57,133	41,95,362	23,26,146	—1,19,682	8,96,293	37,01,664	26,21,568
10	Ditto per cent. on capital outlay.	7·68	2·57	6·09	7·62	3·43	3·54	—	1·21	4·28	5·66
11	Ditto ditto on paid up capital.	—	2·53	6·08	(e) 8·24	3·47	2·98	—	—	—	—
12	Passenger train miles No.	3,447,368	903,463	2,783,072	887,465	1,155,855	464,756	1,56,310	521,382	346,909	584,619
13	Goods train miles - „	5,573,270	1,228,051	5,266,788	1,077,286	1,625,717	846,219	40,508	481,304	1,386,884	490,565
14	Total train miles - „	9,020,638	2,131,504	8,049,860	1,964,741	2,781,572	1,310,975	196,818	1,002,686	1,733,793	1,064,184
15	Coaching receipts per Rs. passenger train mile.	3·96	3·03	2·76	4·24	3·16	4·60	2·33	2·77	3·97	3·40
16	Goods receipts per „ goods train mile.	5·44	3·23	4·87	7·64	4·31	3·32	1·31	3·16	4·14	6·32
17	Gross earnings per „ train mile.	4·97	3·35	4·18	6·21	3·89	4·02	2·31	3·23	4·23	5·15
18	Working expenses per train mile. „	1·87	1·97	2·19	2·67	2·38	2·25	2·92	2·33	3·09	2·69
19	Net earnings per „ train mile.	3·10	1·38	1·99	3·54	1·51	1·77	—0·61	0·90	2·14	2·46
20	Average number of passengers in a passenger train.	250·11	256·58	154·35	268·53	205·58	319·24	143·91	138·77	276·65	214·32
21	Average number of tons in a goods train.	165·52	80·24	109·50	106·75	122·48	114·02	38·08	79·87	150·11	126·11
22	Average number of vehicles (excluding brake-vans)— In each passenger train	15·85	14·70	13	15·68	14·09	21·25	(f)	—	22·23	11·39
23	In each goods train -	26·83	20·35	24	38·05	24·71	25·93	(f)	19	32·59	32·15
24	In each mixed train { Passenger carriages.	15·68	6·65	9	10·06	9·53	24·09	(f)	12	8·36	·76
	In each mixed train { Goods vehicles	3·03	12·68	8	15·03	9·59		(f)	5	16·14	8·02
25	Number of passengers carried one mile.	362,217,489	231,818,512	429,557,460	238,310,630	237,620,686	148,368,439	22,553,436	98,420,356	95,972,851	125,396,171
26	Number of tons of goods carried one mile.	923,471,658	98,540,468	576,711,101	179,635,681	199,124,900	96,469,906	1,297,468	38,444,719	208,178,609	60,476,275
27	Average cost of hauling for one mile— One passenger unit Pies	0·87	0·93	1·91	1·10	1·34	1·65	(g) 3·60	1·09	1·00	1·62
28	One ton of goods „	2·47	5·42	4·44	3·82	4·31	3·72	(g) 17·17	4·95	2·61	6·13
29	Average sum received for carrying for one mile— One passenger unit Pies	2·70	2·11	2·81	2·71	2·59	2·59	3·65	2·48	2·50	2·75
30	One ton of goods - „	6·31	7·72	8·54	8·80	6·75	5·59	7·86	7·60	5·29	9·63

(a) Excluding steamer service and suspense accounts.
(b) Includes the State branch lines worked by the undertaking.
(c) Includes Rs. 1,35,23,425 being the capital outlay on the State branch lines, viz., Sindis, Patna-Gya and Dildarnagar-Ghazipur State Railways.
(d) Includes Dhond-Manmad and Berar State Railways except in Nos. 2, 3, 10, and 11.
(e) Calculated on the capital of the Bombay, Baroda and Central India Railway only. Deducting Rs. 29,968 for interest on overdrawn capital from the net earnings, the per-centage on the paid up capital will be 8·21.
(f) Worked by the Eastern Bengal State Railway.
(g) Estimated on train-mileage basis, no analysis being prepared for this railway.

during the Year ending 31st December 1884.

		Metre Gauge.											
Wardha Coal.	His Highness the Nizam's.	South Indian	Darjeeling-Himalayan (2' 6" Gauge.)	Rajputana-Malwa. (k)	Northern Bengal.	Tirhoot.	Cawnpore-Achnera.	Nagpur-Chhattisgarh.	Burma.	Bhavnagar-Gondal.	His Highness the Gaekwar's. (2' 6" Gauge.)	Mysore.	Progressive Number.
45·00	117·10	662	50	1,360·87	249·25	226	239·78	140	254	193·21	58·8	135·75	1
45·00	(j) 120·44	662	50	1,285·15	245·83	201·25	205·68	140	222·08	193·21	58·8	104·34	1a
53,24,772	1,23,68,720	4,54,96,187	27,23,240	(l) 10,96,02,224	2,13,61,316	1,48,64,982	1,03,10,736	1,01,55,843	2,08,61,290	92,02,080	12,74,088	62,64,620	2
121,834	104,581	66,214	53,109	73,240	81,227	60,403	41,518	66,490	77,202	46,681	21,414	42,336	3
33,897	447,780	22,47,308	1,60,998	43,79,904	6,72,319	4,86,449	4,57,691	2,08,935	12,52,281	4,00,090	92,407	2,26,275	4
1,73,282	5,12,945	19,03,786	2,88,628	91,74,230	12,22,637	5,28,220	3,74,396	11,05,325	8,21,430	581,483	55,776	1,38,752	5
2,82,746	9,72,917	42,01,7 45	4,35,024	1,37,59,747	21,66,769	11,90,072	8,60,690	13,23,014	21,05,421	10,92,312	1,49,091	3,61,448	6
1,83,220	6,13,143	26,06,558	2,89,230	78,32,414	15,15,235	9,23,491	5,95,356	7,64,984	12,33,486	5,94,841	1,00,531	1,95,969	7
64·80	63·02	64·18	66·26	56·92	69·93	77·60	69·17	57·82	60·96	54·46	67·45	54·22	8
99,526	3,59,774	15,05,187	1,46,766	59,27,333	6,51,514	2,66,581	2,63,845	5,58,080	8,21,035	4,97,471	48,560	1,65,479	9
1·77	2·92	3·28	5·39	5·46	3·05	1·79	2·52	5·49	3·94	5·35	3·81	2·64	10
—	—	3·23	5·44	—	—	—	—	—	—	5·51	3·71	—	11
21,615	174,568	715,303	36,500	1,788,322	283,000	200,300	210,609	74,642	360,926	121,835	34,317	52,231	12
53,375	140,030	947,987	83,705	2,768,824	475,920	254,931	180,729	331,977	342,010	168,007	26,644	57,376	13
77,900	314,598	1,663,380	1,23,205	4,557,346	750,520	455,241	371,329	375,919	702,936	289,932	60,961	1,09,607	14
1·62	2·57	3·14	4·38	2·45	2·87	2·42	2·17	2·80	3·47	4·02	2·70	4·33	15
3·25	3·66	2·02	3·69	3·31	2·57	2·08	2·35	3·67	2·41	3·49	2·09	2·24	16
3·63	3·09	2·53	3·53	3·02	2·85	2·61	2·32	3·52	3·00	3·77	2·45	3·30	17
2·35	1·95	1·62	2·34	1·72	1·90	2·02	1·60	2·06	1·85	2·05	1·65	1·79	18
1·28	1·14	0·91	1·19	1·30	0·86	0·59	0·72	1·49	1·17	1·72	0·80	1·51	19
133·37	162·09	270·96	27·56	191·80	147·36	159·16	194·59	233·31	210·05	274·13	167·08	248·16	20
94·11	72·34	47·33	(o)	79·15	43·13	46·36	59·05	73·72	49·59	48·78	28·26	44·94	21
—	12·03	12·60	13	12·42	13·84	12·94	17·00	0·13	15·36	19·64	15·73	12·43	22
4·56	16·23	14·53	6	19·69	29·48	27·48	22·00	18·30	25·31	32·56	17·09	7·41	23
16·58	6·64	10·41	(o)	12·24	7·23	11·17	10·09	20·69	12·36	21·31	11·46	12·00	24
15·54	9·35	9·92	(o)	8·62	12·24	7·46	9·00	6·25	13·30	15·78	4·53	15·09	
3,405,935	28,204,179	200,283,751	1,005,890	343,041,497	41,791,807	31,963,535	40,982,751	17,414,573	75,811,775	33,308,879	5,733,711	12,951,529	25
5,723,220	10,120,174	44,867,318	(o)	219,003,784	22,929,193	11,733,787	9,487,930	22,211,922	16,929,351	8,190,883	753,074	2,378,201	26
2·13	1·65	0·94	—	1·13	1·69	1·58	1·58	1·61	1·46	1·54	1·61	1·49	27
5·16	5·12	6·27	—	4·76	7·45	6·66	5·20	6·62	8·52	8·00	11·97	9·04	28
2·09	2·38	2·06	22·17	2·16	2·72	2·54	2·14	2·10	3·07	2·51	3·01	3·11	29
6·59	9·72	8·16	—	8·04	10·31	8·62	7·53	9·43	9·55	13·61	11·23	9·59	30

(b) Includes the Calcutta and South-Eastern State Railway.
(i) Includes 7·07 miles of foreign (Sind, Punjab and Delhi Railway) line worked over by the State.
(j) 3·34 miles between Hyderabad and Husain-Sagar Junction are worked over twice by every train, and earnings of trains are therefore calculated on a mileage of 117·10 + 3·34 or 12,044 miles.
(k) Includes Rewari-Ferozepore State Railway.
(l) Includes cost of the Fazilka Branch, 50 miles in length, which, however, was not opened for traffic till the 1st January 1885.
(m) Includes the Patri Branch.
(n) Includes the capital outlay on the Patri Branch (Rs. 8,08,405).
(o) Information not available.

STATEMENT showing the PASSENGER TRAFFIC on the several

Railway.	PASSENGER					
	First Class.		Second Class.		Third or Intermediate.	
	Number.	Receipts.	Number.	Receipts.	Number.	Receipts.
		Rs.		Rs.		Rs.
East Indian (*a*)	54,287	5,15,956	158,178	6,39,045	469,167	4,74,859
GUARANTEED.						
Madras	17,026	1,85,475	59,165	1,81,271	—	—
South Indian (*c*)	12,151	43,278	65,813	51,889	—	—
Great Indian Peninsula (*d*)	51,832	3,66,683	280,403	6,95,789	(*e*)690,772	8,70,991
Bombay, Baroda, and Central India (*g*)	72,257	1,05,026	603,881	2,37,672	(*e*)709,971	9,01,549
Sind, Punjab, and Delhi	23,833	1,32,122	63,825	1,83,755	24,218	42,444
Oudh and Rohilkhand	—	—	(*h*)24,318	(*h*)87,331	(*i*) 57,835	(*i*) 47,344
ASSISTED COMPANIES.						
Southern Mahratta	546	2,901	678	1,691	—	—
Bengal Central	2,738	3,530	21,919	10,379	39,802	17,967
Bengal and North-Western	458	1,822	617	868	512	394
Deogarh	243	122	—	—	—	—
Assam	1,515	3,647	1,370	1,605	—	—
Darjeeling-Himalayan	2,274	29,994	4,903	33,108	—	—
Rohilkhand-Kumaon (*m*)	—	—	—	—	—	—
IMPERIAL STATE.						
Punjab Northern (*n*)	7,562	45,196	20,614	49,776	19,227	26,030
Indus Valley (*o*)	3,477	29,484	10,699	43,789	—	—
Rajputana-Malwa (*p*)	15,261	1,36,358	45,469	1,51,740	90,812	1,05,045
Eastern Bengal (*q*)	40,820	65,735	97,750	69,944	363,710	2,02,149
Sindia (*r*)	—	—	—	—	—	—
Dhond-Manmad (*s*)	—	—	—	—	—	—
Wardha Coal	353	780	350	440	1,851	1,196
PROVINCIAL STATE.						
Calcutta and South-Eastern (*t*)	—	—	—	—	—	—
Nalhati	709	1,816	4,017	3,464	—	—
Northern Bengal	4,709	48,178	9,937	43,612	21,250	38,303
Kaunia-Dharlla	914	3,177	1,733	2,679	—	—
Tirhoot	6,272	23,010	8,584	16,065	3,092	3,374
Patna-Gya (*r*)	—	—	—	—	—	—
Cawnpore-Achnera	1,654	4,878	5,271	7,335	4,777	2,701
Dildarnagar-Ghazipur (*r*)	—	—	—	—	—	—
Bareilly-Pilibheet (*m*)	—	—	—	—	—	—
Nagpur-Chhattisgarh	2,681	4,415	10,842	5,487	13,834	4,938
Burma	6,406	16,188	54,272	39,411	—	—
Amritsar-Pathankot	1,845	4,339	2,879	3,750	1,035	704
Kokilamukh (*u*)	—	—	—	—	—	—
NATIVE STATES.						
Bhopal-Itarsi	162	430	843	705	—	—
Bhavnagar-Gondal	2,025	6,821	10,608	14,813	—	—
His Highness the Gaekwar's	—	—	(*h*)3,718	(*h*)2,544	—	—
Jodhpore	344	1,029	902	851	—	—
Khamgaon (*s*)	—	—	—	—	—	—
Amraoti (*s*)	—	—	—	—	—	—
His Highness the Nizam's	4,609	35,286	18,723	39,752	—	—
Mysore	3,015	8,093	12,621	12,119	—	—
Rajpura-Patiala	187	158	133	83	35	11
Total of all Railways	342,161	18,25,427	1,603,035	26,32,762	2,511,900	27,39,999

(*a*) Includes the Branch State lines worked by the undertaking.
(*b*) Less Rs. 516 on account of outstandings not recovered.
(*c*) Includes the Pondicherry Branch.
(*d*) Includes Dhond-Manmad, Khamgaon and Amraoti State Railways.
(*e*) Third Class passengers by mail trains.
(*f*) Third Class passengers by other than mail trains.
(*g*) Includes the Patri Branch.
(*h*) Upper class.
(*i*) Lower reserved.
(*j*) Lower class.
(*k*) Includes 2,868 passengers from whom excess fares were realised.

RAILWAYS during the year ending 31st December 1884.

TRAFFIC.					
Fourth or Lowest.		Other Coaching Traffic.	Total.		Railway.
Number.	Receipts.		Number.	Receipts.	
	Rs.	Rs.		Rs.	
11,673,417	1,05,04,534	15,01,501	12,355,049	(b)1,36,35,379	East Indian. (a)
					GUARANTEED.
5,120,505	21,78,677	4,65,499	5,196,696	30,10,922	Madras.
5,748,607	20,49,410	1,02,731	5,826,571	22,47,308	South Indian. (c)
(f)6,924,738	43,54,877	13,84,717	7,947,745	76,73,057	Great Indian Peninsula. (d)
(f)8,252,708	21,17,271	4,01,186	9,638,817	37,62,704	Bombay, Baroda, and Central India. (g)
4,518,290	28,46,962	4,44,408	4,630,171	36,49,691	Sind, Punjab, and Delhi.
(j)2,845,272	(j)18,68,167	1,35,254	2,927,425	21,38,096	Oudh and Rohilkhand.
					ASSISTED COMPANIES.
135,964	73,865	10,126	137,188	88,583	Southern Mahratta.
945,647	3,20,362	12,005	1,010,106	3,64,243	Bengal Central.
85,069	36,854	3,690	86,656	43,128	Bengal and North-Western.
173,414	22,778	48	173,657	22,948	Deogarh.
(k) 58,668	(l) 33,410	4,133	61,553	42,795	Assam.
24,000	53,950	43,946	31,177	1,60,098	Darjeeling-Himalayan.
—	—	—	—	—	Rohilkhand-Kumaon. (m)
					IMPERIAL STATE.
1,964,780	11,50,138	1,74,082	2,012,183	14,45,222	Punjab Northern. (n)
1,698,665	10,75,754	2,29,349	1,712,841	13,78,376	Indus Valley. (o)
5,619,841	34,74,491	5,12,570	5,774,388	43,79,904	Rajputana-Malwa. (p)
4,127,546	14,56,757	1,93,939	4,629,826	19,88,524	Eastern Bengal. (q)
—	—	—	—	—	Sindia. (r)
—	—	—	—	—	Dhond-Manmad. (s)
132,036	34,659	2,821	134,590	39,896	Wardha Coal.
					PROVINCIAL STATE.
—	—	—	—	—	Calcutta and South-Eastern. (t)
126,081	41,600	4,952	130,807	51,832	Nalhati.
833,525	4,62,733	79,493	869,412	672,319	Northern Bengal.
85,284	41,972	7,038	87,931	54,866	Kaunia-Dharlla.
863,941	3,80,738	63,262	881,889	4,86,449	Tirhoot.
—	—	—	—	—	Patna-Gya. (r)
1,474,000	4,22,042	20,735	1,485,702	4,57,691	Cawnpore-Achnera.
—	—	—	—	—	Dildarnagar-Ghazipur. (r)
—	—	—	—	—	Bareilly-Pilibheet. (m)
702,880	175,796	18,299	730,237	208,935	Nagpur-Chhattisgarh.
2,673,472	11,58,889	37,793	2,734,150	12,52,281	Burma.
467,932	127,030	6,662	473,691	1,42,485	Amritsar-Pathankot.
—	—	—	—	—	Kokilamukh. (u)
					NATIVE STATES.
67,820	16,362	1,621	68,825	19,118	Bhopal-Itarsi.
755,842	4,28,076	40,380	768,475	490,090	Bhavnagar-Gondal.
(j) 296,431	(j)87,465	2,488	300,149	92,497	His Highness the Gaekwar's.
98,356	23,923	4,483	99,602	30,286	Jodhpore.
—	—	—	—	—	Khamgaon. (s)
—	—	—	—	—	Amraoti. (s)
483,033	274,870	97,872	506,365	4,47,780	His Highness the Nizam's.
360,378	189,900	16,163	376,014	226,275	Mysore.
17,881	3,287	219	18,236	3,758	Rajpura-Patiala.
69,356,023	3,74,86,399	60,23,465	73,815,119	(b)5,07,07,536	Total of all Railways.

(l) Includes excess fares, Rs. 2,332.
(m) Return not received.
(n) Includes the Sind-Saugar Railway, Eastern Section.
(o) Includes the Sind-Pishin, Southern Section.
(p) Includes Rewari-Ferozepore Railway.
(q) Includes Calcutta and South-Eastern State Railway.
(r) Included with East Indian Railway.
(s) Included with Great Indian Peninsula Railway.
(t) Transferred to "Imperial State" and worked by the Eastern Bengal State Railway.
(u) Not open for passenger traffic.

STATEMENT showing the GOODS TRAFFIC on the several

GOODS

RAILWAY.	General Merchandise.		Military Stores.		Railway Materials for Construction.		Coal for Public and Construction.	
	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.
		Rs.		Rs.		Rs.		Rs.
East Indian (a)	2,016,180	2,29,71,819	10,033	4,41,693	129,288	94,825	903,878	54.69,195
GUARANTEED.								
Madras	600,995	37,49,055	2,093	65,100	82,642	20,133	403	1,781
South Indian (c)	500,777	17,85,543	46	1,114	52,908	22,293	32	46
Great Indian Peninsula (d)	1,563,494	2,39,46,510	7,854	1,54,186	69,353	83,971	63,480	1,50,057
Bombay, Baroda, and Central India (e)	884,746	75,30,960	1,228	20,908	25,817	28,797	29,077	1,48,375
Sind, Punjab, and Delhi	1,317,089	63,60,919	9,316	1,69,289	38,721	18,567	29,088	89,820
Oudh and Rohilkhand	562,074	22,91,195	1,884	11,281	124,035	3,48,970	5,557	11,402
Total East Indian and Guaranteed Railways.	7,445,355	6,80,30,004	32,254	8,63,571	522,824	6,17,456	1,113,115	58,71,616
ASSISTED COMPANIES.								
Southern Mahratta	16,788	71,095	—	—	28,261	42,054	284	700
Bengal Central	17,325	45,712	4	5	1,951	1,899	3,374	4,799
Bengal and North-western	2,709	9,648	—	—	21,155	20,270	142	151
Deogarh (f)	—	—	—	—	—	—	—	—
Assam	10,940	80,719	—	—	—	—	19,597	66,186
Darjeeling-Himalayan	14,329	2,50,824	—	—	94	4,000	167	1,525
Rohilkhand-Kumaun (g)	—	—	—	—	—	—	—	—
Total Assisted Companies	62,091	4,66,398	4	5	51,441	68,283	23,564	73,341
IMPERIAL STATE.								
Punjab Northern (h)	299,979	12,32,402	2,903	41,705	108,881	1,19,053	—	—
Indus Valley (i)	221,903	31,04,234	1,777	54,733	111,702	2,02,277	11,286	91,907
Rajputana-Malwa (j)	702,369	80,73,700	2,033	32,620	149,861	5,02,858	6,067	22,078
Eastern Bengal (k)	475,332	28,25,726	406	4,129	16,287	16,144	34,806	1,03,666
Sindia (l)	—	—	—	—	—	—	—	—
Dhond-Manmad (m)	—	—	—	—	—	—	—	—
Wardha Coal	36,907	61,561	—	1	803	890	81,355	1,05,196
Total Imperial State Railways	2,096,490	1,73,88,283	7,209	1,33,208	387,689	9,91,842	133,454	3.37.919
PROVINCIAL STATE.								
Calcutta and South-Eastern (n)	—	—	—	—	—	—	Is now worked by the Eastern	
Nalhati	6,478	16,390	—	2	—	—	3,877	6,378
Northern Bengal	160,688	10,54,430	308	4,157	53,77	43,859	7,177	29,400
Kaunia-Dharlia	4,376	13,332	110	607	16	180	1	3
Tirhoot	140,593	4,09,630	17	202	22,86	59,913	18,449	38,694
Patna-Gya (l)	—	—	—	—	—	—	—	—
Cawnpore-Achnera	129,677	3,04,831	1,167	9,042	17,52	41,878	3,034	8,582
Dildarnagar-Ghazipur (l)	—	—	—	—	—	—	—	—
Bareilly-Pilibheet (g)	—	—	—	—	—	—	—	—
Nagpur-Chhattisgarh	199,675	10,02,415	418	645	2,64	3,508	322	639
Burma	265,339	6,99,200	386	1,074	3,685	70,747	36	49
Amritsar-Pathankot	34,696	46,701	93	487	—	—	61	73
Koklamukh	203	1,161	—	—	—	—	—	—
Total Provincial State Railways	881,755	36,50,190	2,499	16,236	131,523	2,26,085	32,958	83,300
NATIVE STATES.								
Bhopal-Itarsi	10,084	14,157	13	25	—	—	333	185
Bhavnagar-Gondal	36,487	5,00,989	—	—	9,586	9,575	510	1,873
His Highness the Gaekwar's	27,948	54,104	—	—	603	254	—	1
Jodhpore	10,414	25,292	—	—	12,543	6,456	12	60
Khamgaon (m)	—	—	—	—	—	—	—	—
Amraoti (m)	—	—	—	—	—	—	—	—
His Highness the Nizam's	93,534	4,73,333	1,218	13,464	220	1,760	302	1,919
Mysore	35,919	1,00,170	2	31	1,808	20,933	—	—
Rajpura-Patiala	908	935	—	—	—	—	80	133
Total Native State Railways	225,088	12,50,040	1,233	13,320	24,899	38,958	1,437	3,271
Total of all Railways	10,750,809	9,13,71,515	43,179	10,26,590	1,118,286	19,42,624	1,304,528	63,70,041

(a) Includes the Branch State lines worked by the Undertaking.
(b) Less Rs. 12,443 due to outstandings not recovered.
(c) Includes the Pondicherry Branch.
(d) Includes Dhond-Manmad, Khamgaon and Amraoti State Railways.
(e) Includes the Patri Branch.
(f) Not classified.
(g) Return not received.

RAILWAYS during the year ending 31st December 1884.

TRAFFIC.

Coal for Revenue only.		Revenue Stores other than Coal.		Live Stock.		Miscellaneous.	Total.		RAILWAY.
Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Receipts.	Tons.	Receipts.	
	Rs.		Rs.		Rs.	Rs.		Rs.	
199,143	4,87,570	1,029,504	7,44,288	1,215	61,291	80,279	4,879,241	(b)3,93,38,517	East Indian. (a)
									GUARANTEED.
64	170	302,939	87,245	1,113	32,052	6,553	930,249	39,62,694	Madras.
11,275	19,968	275,367	71,744	366	5,605	4,073	841,331	19,09,786	South Indian. (c)
154,121	5,47,969	396,486	6,26,773	10,113	1,12,908	25,794	2,204,891	2,50,49,908	Great Indian Peninsula. (d)
45,069	1,17,228	109,650	1,74,650	11,078	2,08,026	6,278	1,099,805	32,38,822	Bombay, Baroda, and Central India. (e)
23,351	91,667	205,701	2,49,966	451	10,447	12,786	1,025,777	70,05,461	Sind, Punjab, and Delhi.
33,414	85,551	65,196	53,104	19	515	9,590	700,179	28,11,468	Oudh and Rohilkhand.
469,057	13,59,753	2,383,403	20,07,770	24,355	4,30,074	1,45,355	11,090,323	7,99,10,756	Total East Indian and Guaranteed Railways.
									ASSISTED COMPANIES.
401	1,033	2,810	4,538	—	—	481	48,574	1,20,256	Southern-Mahratta.
603	558	561	445	5	46	243	23,893	53,167	Bengal Central.
455	395	209	223	—	—	88	24,670	30,755	Bengal and North-Western.
—	—	—	—	—	—	—	1,335	468	Deogarh. (f)
—	—	—	—	—	151	—	30,537	1,50,056	Assam.
2,035	11,408	75	208	—	489	24	10,739	2,68,628	Darjeeling-Himalayan.
—	—	—	—	—	—	—	—	—	Rohilkhand-Kumaun. (g)
3,614	13,449	3,085	5,804	5	686	836	143,739	6,29,270	Total Assisted Companies.
									IMPERIAL STATE.
8,332	14,142	12,682	29,355	89	4,952	89,692	432,886	15,22,881	Punjab Northern. (h)
3,193	12,409	76,237	83,215	371	4,715	4,966	726,559	57,39,156	Indus Valley. (i)
75,662	2,07,905	94,259	1,88,294	98	3,304	14,132	1,080,719	91,74,230	Rajputana-Malwa. (j)
35,522	85,702	21,806	22,910	81	1,369	12,178	584,300	30,34,827	Eastern Bengal. (k)
—	—	—	—	—	—	—	—	—	Sindia. (l)
—	—	—	—	—	—	—	—	—	Dhond-Manmad. (m)
73	71	1,890	4,618	—	—	895	121,093	1,73,262	Wardha Coal.
122,202	3,37,419	206,874	3,19,422	639	14,400	1,21,868	2,954,557	1,96,44,356	Total Imperial State Railways.
									PROVINCIAL STATE.
Bengal State Railway.		—	—	—	—	—	—	—	Calcutta and South-Eastern. (n)
—	—	1,002	894	1	5	486	11,358	24,105	Nalhati.
8,201	27,442	8,615	21,153	—	5	2,121	238,703	12,22,637	Northern Bengal.
—	—	120	97	—	—	774	4,771	15,083	Kaunia-Dhurla.
2,396	3,558	3,806	6,380	3	26	9,816	138,249	5,28,228	Tirhoot.
—	—	—	—	—	—	—	—	—	Patna-Gya. (f)
1,044	1,547	3,374	6,764	—	—	1,652	155,817	3,74,396	Cawnpore-Achnera.
—	—	—	—	—	—	—	—	—	Dildarnagar-Ghazipur. (i)
—	—	—	—	—	—	—	—	—	Bareilly-Pilibheet. (g)
6,253	14,911	89,248	19,285	2	79	3,852	296,503	11,65,325	Nagpur Chhattisgarh.
473	190	18,885	12,059	733	10,405	24,706	269,497	8,24,430	Burma.
—	—	1,702	1,337	7	73	294	36,559	50,965	Amritsar-Pathankot.
—	—	—	—	—	—	—	203	1,161	Kokilamukh.
18,367	47,648	126,842	67,978	746	10,593	43,651	1,194,720	41,46,330	Total Provincial State Railways.
									NATIVE STATES.
—	—	—	—	—	—	593	16,630	14,990	Bhopal-Itarsi.
4,239	7,315	7,041	5,870	22	292	1,919	107,846	5,81,483	Bhavnagar-Gondal.
432	242	2,351	955	8	29	211	31,425	55,776	His Highness the Gaekwar's.
—	—	234	74	—	—	857	23,203	33,449	Jodhpore.
—	—	—	—	—	—	—	—	—	Khamgaon. (m)
—	—	—	—	—	—	—	—	—	Amraoti. (m)
74	256	66,382	19,156	110	1,314	2,443	161,649	5,12,945	His Highness the Nizam's.
—	—	3,273	5,938	16	196	2,483	41,118	1,25,751	Mysore.
80	14	757	214	1	3	37	1,706	1,336	Rajpura-Patiala.
4,786	1,827	80,158	32,207	157	1,834	7,043	377,668	13,28,700	Total Native State Railways.
613,003	17,51,696	2,800,962	24,33,181	25,902	457,587	3,18,748	16,663,007	(b) 10,56,59,412	Total of all Railways.

(h) Includes the Sind-Sagar Railway, eastern section.
(i) Includes the Sind-Pishin, southern section.
(j) Includes Rewari-Ferozepore Railway.
(k) Includes Calcutta and South-Eastern State Railway.
(l) Included with East Indian Railway.
(m) Included with Great Indian Peninsula Railway.
(n) Transferred to "Imperial State," and worked by the Eastern Bengal State Railway.

STATEMENT showing the TOTAL RECEIPTS and EXPENSES and the NET RECEIPTS per TRAIN

Railway.	Coaching Receipts.		Goods Receipts.		Total Traffic Receipts.		Miscel- (including Re-
	Rs.	Per Passenger Train Mile.	Rs.	Per Goods Train Mile.	Rs.	Per Train Mile.	Rs.
East Indian (*a*)	1,36,35,379	3·96	3,03,38,517	5·44	4,39,73,896	4·87	(*b*)8,57,093
GUARANTEED.							
Madras	30,10,922	3·03	39,62,694	3·23	69,73,616	3·27	1,67,702
South Indian (*c*)	22,47,308	3·14	19,09,786	2·02	41,57,094	2·50	44,651
Great Indian Peninsula	(*d*)76,73,057	2·76	(*d*)2,56,49,008	4·87	(*d*)3,33,22,065	4·14	(*d*)3,34,479
Bombay, Baroda, and Central India (*f*)	37,62,704	4·24	82,35,822	7·64	1,19,98,526	6·11	1,97,063
Sind, Punjab, and Delhi	36 49,691	3·16	70,03,461	4·31	1,06,53,152	3·83	1,75,960
Oudh and Rohilkhand	21,38,096	4·60	28,11,468	3·32	49,49,564	3·78	3,25,633
ASSISTED COMPANIES.							
Southern Mahratta	88,583	2·22	1,20,256	1·40	2,08,839	1·66	4,220
Bengal Central	3,64,243	2·33	53,107	1·31	4,17,350	2·12	37,487
Bengal and North-Western	43,128	1·30	30,755	0·83	73,883	1·05	3,787
Deogarh	22,948	(*g*)	468	(*g*)	23,416	1·35	319
Assam	42,795	(*g*)	1,56,056	(*g*)	1,98,851	3·07	7,282
Darjeeling-Himalayan	1,60,098	4·38	2,68,628	3·09	4,28,726	3·47	6,298
Rohilkhand-Kumaun (*h*)	—	—	—	—	—	—	—
IMPERIAL STATE.							
Punjab Northern (*i*)	14,45,222	2·77	15,22,881	3·16	29,68,103	2·96	2,72,444
Indus Valley (*j*)	13,78,376	3·97	37,39,156	4·14	71,17,532	4·11	2,11,496
Rajputana-Malwa (*k*)	43,79,904	2·45	91,74,280	3·31	1,35,54,184	2·97	2,05,613
Eastern Bengal (*l*)	19,88,524	3·40	30,34,827	6·32	50,23,351	4·72	4,61,332
Sindia (*m*)	—	—	—	—	—	—	—
Dhond-Manmad	—	—	—	—	—	—	(*n*)2,10,504
Wardha Coal	39,897	1·62	1,73,262	3·25	2,13,159	2·73	59,587
PROVINCIAL STATE.							
Calcutta and South-Eastern (*q*)	—	—	—	—	—	—	—
Nalhati	51,832	2·08	24,105	1·40	75,937	1·80	1,673
Northern Bengal	6,72,319	2·37	12,22,637	2·57	18,94,956	2·49	2,71,813
Kaunia-Dharla	54,866	4·78	15,083	1·10	69,949	2·77	91,578
Tirhoot	4,86,449	2·42	5,28,228	2·08	10,14,677	2·23	1,75,395
Patna-Gya (*o*)	—	—	—	—	—	—	—
Cawnpore-Achnera	4,57,691	2·17	3,74,396	2·33	8,32,087	2·24	28,612
Dildarnagar-Ghazipur (*m*)	—	—	—	—	—	—	—
Bareilly-Pilibheet (*h*)	—	—	—	—	—	—	—
Nagpur-Chhattisgarh	2,08,935	2·80	11,05,325	3·67	13,14,260	3·50	8,754
Burma	12,52,281	3·47	8,24,430	2·41	20,76,711	2·95	28,710
Amritsar-Pathankot	1,42,485	1·73	50,965	3·83	1,93,450	2·02	5,723
Kokilamukh	(*r*)	(*r*)	1,161	1·81	1,161	1·81	—
NATIVE STATES.							
Bhopal-Itarsi	19,118	3·11	14,960	2·26	34,078	2·67	1,688
Bhavnagar-Gondal	4,90,090	4·02	5,81,483	3·46	10,71,573	3·70	20,739
His Highness the Gaekwar's	92,497	2·70	55,776	2·09	1,48,273	2·43	818
Jodhpore	30,286	1·80	33,449	2·52	63,735	2·12	527
Khamgaon	—	—	—	—	—	—	(*n*)13,662
Amraoti	—	—	—	—	—	—	(*s*) 84,031
His Highness the Nizam's	4,47,780	2·57	5,12,945	3·66	9,60,725	3·05	12,192
Mysore	2,26,275	4·33	1,28,751	2·24	3,55,026	3·24	6,422
Rajpura-Patiala	3,758	1·24	1,336	2·51	5,094	1·43	17
Total of all Railways (*t*)	5,07,07,537	(*u*) 3·26	10,56,59,412	(*u*) 4·40	15,63,66,949	3·95	42,95,304

(*a*) Includes the Branch State lines worked by the Undertaking.
(*b*) Rs. 7,97,963 according to Traffic return, difference Rs. 59,130 due to difference between items 48 (1) and (2) and 12 (3) and 22 (3) of Traffic return.
(*c*) Includes Pondicherry Railway.
(*d*) Includes Dhond-Manmad and Berar State lines.
(*e*) Includes cost of working Dhond Manmad, Khamgaon-Amraoti, and Bhopal State Railways, and the amount (Rs. 2,58,197) paid to Government as rent of the first three lines.
(*f*) Includes Patri Branch.
(*g*) Information not available.
(*h*) Returns not received.
(*i*) Includes Sind-Sangar, Eastern Section.
(*j*) Includes Sind-Pishin, Southern Section.
(*k*) Includes Rewari-Ferozepore State Railway.
(*l*) Includes—
Earnings and expenses of the Calcutta and South-Eastern State Railway for 1884;
Eastern Bengal Railway Company's share of earnings of the Poradaha Section of the Northern Bengal State Railway and of the Bengal Central Railway for the 1st half of 1884;
Earnings of the Poradaha Section of the Northern Bengal State Railway for the second half of 1884;

MILE on the several RAILWAYS during the YEAR ending 31st December 1884.

laneous Steamboat ceipts).	Gross Receipts.		Working Expenses.		Net Receipts.		Railway.
Per Train Mile.	Rs.	Per Train Mile.	Rs.	Per Train Mile.	Rs.	Per Train Mile.	
0·10	4,48,30,989	4·97	1,68,66,853	1·87	2,79,64,136	3·10	East Indian. (*a*)
							GUARANTEED.
0·08	71,41,318	3·35	42,05,631	1·97	29,35,687	1·38	Madras.
0·03	42,01,745	2·53	26,96,558	1·62	15,05,187	0·91	South Indian. (*c*)
0·04	(*d*)3,36,56,544	4·18	(*e*)1,76,04,234	2·19	1,60,52,310	1·99	Great Indian Peninsula.
0·10	1,21,95,589	6·21	52,38,456	2·67	69,57,133	3·54	Bombay, Baroda, and Central India. (*f*)
0·06	1,08,29,112	5·89	66,33,750	2·38	41,95,362	1·51	Sind, Punjab, and Delhi.
0·25	52,75,197	4·02	29,49,051	2·25	23,26,146	1·77	Oudh and Rohilkhand.
							ASSISTED COMPANIES.
0·03	2,13,059	1·70	2,31,191	1·84	−18,132	−0·14	Southern Mahratta.
0·19	4,54,837	2·31	5,74,519	2·92	−1,19,682	−0·61	Bengal Central.
0·05	77,670	1·11	1,03,891	1·48	−26,221	−0·37	Bengal and North-Western.
0·02	23,735	1·37	13,031	0·75	10,704	0·62	Deogarh.
0·11	2,06,133	3·18	2,74,539	4·24	−68,406	−1·06	Assam.
0·05	4,35,024	3·53	2,88,259	2·34	1,46,765	1·19	Darjeeling-Himalayan.
—	—	—	—	—	—	—	Rohilkhand-Kumaon. (*h*)
							IMPERIAL STATE.
0·27	32,40,547	3·23	23,44,254	2·34	8,96,293	0·89	Punjab Northern. (*i*)
0·12	73,29,028	4·23	36,27,864	2·09	37,01,664	2·14	Indus Valley. (*j*)
0·05	1,37,59,747	3·02	78,32,414	1·72	59,27,333	1·30	Rajputana-Malwa. (*k*)
0·43	54,84,683	5·15	28,63,115	2·69	26,21,568	2·46	Eastern Bengal. (*l*)
—	—	—	—	—	—	—	Sindia. (*m*)
—	(*n*) 2,10,504	—	(*o*) 6,719	—	(*p*) 2,03,785	—	Dhond-Manmad.
0·89	2,82,746	3·63	1,83,220	2·35	99,526	1·28	Wardha Coal.
							PROVINCIAL STATE.
—	—	—	—	—	—	—	Calcutta and South-Eastern. (*q*)
0·04	77,610	1·84	70,499	1·67	7,111	0·17	Nalhati.
0·36	21,66,769	2·85	15,15,255	1·99	6,51,514	0·86	Northern Bengal.
3·63	1,61,527	6·40	1,18,481	4·70	43,046	1·70	Kaunia-Dharlla.
0·39	11,90,072	2·61	9,23,491	2·02	2,66,581	0·59	Tirhoot.
—	—	—	—	—	—	—	Patna-Gya. (*m*)
0·08	8,60,699	2·32	5,95,356	1·60	2,65,343	0·72	Cawnpore-Achnera.
—	—	—	—	—	—	—	Dildarnagar-Ghazipur. (*m*)
—	—	—	—	—	—	—	Bareilly Pilibheet. (*h*)
0·02	13,23,014	3·52	7,64,984	2·04	5,58,030	1·48	Nagpur-Chhattisgarh.
0·04	21,05,421	3·00	12,83,486	1·83	8,21,935	1·17	Burma.
0·06	1,99,173	2·08	1,70,860	1·78	28,313	0·30	Amritsar-Pathankot.
—	1,161	1·81	1,644	2·57	−483	−0·76	Kokilamukh.
							NATIVE STATES.
0·13	35,766	2·81	37,241	2·92	−1,475	−0·11	Bhopal-Itarsi.
0·07	10,92,312	3·77	5,94,841	2·05	4,97,471	1·72	Bhavnagar-Gondal.
0·61	1,49,091	2·45	1,00,531	1·65	48,560	0·80	His Highness the Gaekwar's.
0·02	64,262	2·13	32,514	1·08	31,748	1·05	Jodhpore.
—	(*r*) 13,662	—	(*o*) 625	—	(*p*) 13,037	—	Khamgaon.
—	(*s*) 34,031	—	—	—	(*u*) 34,031	—	Amnoti.
0·04	9,72,917	3·09	6,13,143	1·95	3,59,774	1·14	His Highness the Nizam's.
0·06	3,61,448	3·30	1,95,969	1·79	1,65,479	1·51	Mysore.
—	5,111	1·43	5,607	1·57	−496	−0·14	Rajpura-Patiala.
0·11	16,06,62,253 (*w*)	4·06	8,15,61,576 (*v*)	2·06	(*x*) 7,91,00,677	2·00	Total of all Railways. (*t*)

Working expenses of the Poradaha Section of the Northern Bengal State Railway for 1884;
Working expenses of the Locomotive, Carriage and Waggon, and Traffic Departments, and a portion of the General and Special and Miscellaneous expenses of the Bengal Central Railway.

(*m*) Included with the East Indian Railway.
(*n*) Government share of earnings due to working of the line by the Great Indian Peninsula Railway Company.
(*o*) Expenditure incurred direct by the State.
(*p*) Net profit derived from the working.
(*q*) Transferred to Imperial State and worked by the Eastern Bengal State Railway. *See* note *l*.
(*r*) Not open for passenger traffic.
(*s*) Government share of earnings due to the working of the line by the Great Indian Peninsula Railway. The receipts (Rs. 7,060) for the second half of 1884 have been taken from the Great Indian Peninsula Railway Revenue Account for the same period.
(*t*) Exclusive of the Rohilkhand-Kumaun and Bareilly-Pilibheet Railways.
(*u*) Excludes Deogarh and Assam Railways.
(*v*) Excludes the expenses incurred direct by the State on the Sindia, Patna-Gya, and Dildarnagar-Ghazipur Railways. Omitting the Steamboat expenses (Rs. 9,35,113), the working expenses on all lines amount to Rs. 8,06,26,463.
(*w*) Rs. 15,97,63,256 after excluding Steamboat receipts which amounted to Rs. 8,98,997.
(*x*) Excluding Steamboat, the net earnings amount to Rs. 7,91,36,793.

TABLE showing EXPENDITURE on REVENUE ACCOUNT on the several

Railway.	Maintenance of Way, Works and Stations.			Locomotive.			Carriage and Waggon.			Traffic.		
	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.
East Indian (*a*)	Rs. 57,58,156	Rs. 0·64	Rs. 12·84	Rs. 45,57,826	Rs. 0·51	Rs. 10·17	Rs. 16,35,201	Rs. 0·18	Rs. 3·65	Rs. 29,22,754	Rs. 0·32	Rs. 6·52
GUARANTEED.												
Madras	10,89,747	0·51	15·26	14,44,813	0·68	20·23	4,95,115	0·23	6·93	7,02,473	0·33	9·84
South Indian (*b*)	6,49,239	0·89	15·45	8,90,703	0·54	21·20	3,11,480	0·19	7·41	3,74,163	0·22	8·91
Great Indian Peninsula. (*c*)	44,87,345	0·56	13·33	66,70,651	0·83	19·82	23,37,263	0·29	6·95	23,35,133	0·29	6·94
Bombay, Baroda, and Central India. (*d*)	14,86,533	0·76	12·19	15,76,614	0·80	12·93	7,77,736	0·40	6·38	7,31,416	0·37	6·00
Sind, Punjab, and Delhi	18,49,580	0·67	17·08	22,52,947	0·81	20·80	7,00,926	0·27	7·02	10,14,100	0·36	9·37
Oudh and Rohilkhand	8,50,764	0·66	16·24	8,79,448	0·67	16·67	2,38,005	0·18	4·51	4,89,466	0·37	9·28
ASSISTED COMPANIES.												
Southern Mahratta	55,422	0·45	26·48	70,980	0·56	33·32	4,901	0·04	2·30	56,980	0·45	26·74
Bengal Central	1,60,233	0·82	35·24	—	—	—	—	—	—	—	—	—
Bengal and North-western.	23,091	0·33	29·73	24,225	0·35	31·19	2,745	0·04	3·54	35,285	0·50	45·43
Deogarh	2,901	0·17	12·22	3,612	0·21	15·22	672	0·04	2·83	4,259	0·24	17·94
Assam	99,488	1·54	48·26	43,672	0·68	21·19	4,883	0·08	2·37	43,852	0·67	21·27
Darjeeling-Himalayan	61,966	0·50	14·22	93,419	0·78	21·93	30,586	0·25	7·03	40,083	0·33	9·21
Rohilkhand-Kumaun (*e*)	—	—	—	—	—	—	—	—	—	—	—	—
IMPERIAL STATE.												
Punjab Northern (*g*)	5,21,439	0·52	16·09	9,51,911	0·95	28·76	1,72,515	0·17	5·32	3,81,480	0·38	11·77
Indus Valley (*h*)	7,56,899	0·43	10·24	13,01,808	0·75	17·79	3,09,923	0·18	4·22	4,84,956	0·28	6·61
Rajputana-Malwa (*i*)	18,66,438	0·41	13·56	34,36,059	0·75	24·98	5,81,370	0·13	4·22	11,29,410	0·25	8·21
Eastern Bengal (*j*)	4,85,858	0·46	8·86	6,40,144	0·61	11·83	2,70,630	0·26	4·93	6,34,793	0·60	11·57
Sindia (*k*)	—	—	—	—	—	—	—	—	—	—	—	—
Dhond-Manmad (*l*)	—	—	—	—	—	—	—	—	—	—	—	—
Wardha Coal	36,931	0·47	13·06	43,043	0·56	15·44	23,751	0·30	8·40	25,467	0·33	8·99
PROVINCIAL STATE.												
Calcutta and South-Eastern. (*a*)	—	—	—	—	—	—	—	—	—	—	—	—
Nalhati	35,588	0·85	45·85	9,753	0·23	12·57	2,885	0·07	3·72	7,372	0·18	9·76
Northern Bengal	5,90,422	0·78	27·25	3,52,005	0·46	16·25	65,330	0·09	3·01	1,83,674	0·24	8·48
Kaunia-Dharlla	20,241	0·80	12·53	13,300	0·53	8·24	3,895	0·15	2·41	8,903	0·36	5·55
Tirhoot	2,33,892	0·31	19·65	2,96,023	0·43	16·52	95,805	0·14	5·54	1,52,941	0·20	11·10
Patna-Gya (*k*)	—	—	—	—	—	—	—	—	—	—	—	—
Cawupore-Achnera	1,31,155	0·35	15·24	2,00,049	0·54	23·24	52,304	0·14	6·08	1,12,016	0·31	13·20
Dildarnagar-Ghazipur (*k*)	—	—	—	—	—	—	—	—	—	—	—	—
Bareilly-Pilibheet (*f*)	—	—	—	—	—	—	—	—	—	—	—	—
Nagpur-Chhattisgarh	2,39,610	0·64	18·11	2,45,512	0·65	18·57	59,191	0·16	4·47	1,16,215	0·31	8·78
Burma	3,73,596	0·53	17·74	3,77,87	0·54	17·92	89,665	0·13	4·26	2,04,807	0·42	14·09
Amritsar-Pathankot	7,022	0·07	3·52	69,256	0·72	34·72	11,992	0·13	6·02	39,242	0·41	19·76
Kokilamukh	240	0·33	29·07	351	0·55	30·23	43	0·07	3·71	509	0·79	43·84
NATIVE STATES.												
Bhopal-Itarsi	12,559	0·93	35·12	—	—	—	—	—	—	(*n*) 21,317	1·68	59·74
Bhavnagar-Gondal	1,36,441	0·47	12·49	1,56,663	0·54	14·34	32,190	0·11	2·95	1,20,316	0·42	11·02
His Highness the Gaekwar's.	33,710	0·55	22·61	30,124	0·49	20·21	7,363	0·12	4·94	17,986	0·30	12·06
Jodhpore	8,505	0·30	13·83	14,295	0·47	22·20	524	0·02	0·81	6,094	0·20	9·48
Khamgaon (*l*)	(*p*) 625	—	—	—	—	—	—	—	—	—	—	—
Amraoti (*l*)	—	—	—	—	—	—	—	—	—	—	—	—
His Highness the Nizam's.	2,02,850	0·64	20·85	1,12,867	0·36	11·60	1,10,099	0·35	11·32	91,258	0·29	9·38
Mysore	49,795	0·45	13·78	69,110	0·63	19·12	13,633	0·12	3·77	24,897	0·23	6·89
Rajpura-Patiala	—	—	—	—	—	—	—	—	—	—	—	—
Total of all Railways	2,23,10,084	0·56	13·89	2,97,23,569	0·67	16·65	84,71,459	0·21	5·27	1,25,84,591	0·32	7·83

(*a*) Includes the State Branch lines worked by the undertaking.
(*b*) Includes Pondicherry Railway working expenses.
(*c*) Includes Dhond-Manmad and Berar State lines.
(*d*) Includes Patri Branch.
(*e*) Represents Locomotive, Carriage, and Waggon Traffic and General charges, and includes Rs. 2,97,061 charged by the Eastern Bengal State Railway at Rs. 50 per mile per week.
(*f*) Information not supplied.
(*g*) Includes Sind-Sagar, Eastern Section.
(*h*) Includes Sind-Pishin, Southern Section.

RAILWAYS during the YEAR ending 31st December 1884.

General.			Steamboat.			Special and Miscellaneous.			Total.			Railway.
Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	
Rs. 17,68,393	Rs. 0·29	Rs. 3·94	Rs. 25,766	Rs. 0·003	Rs. 0·06	Rs. 1,92,777	Rs. 0·02	Rs. 0·44	Rs. 1,88,66,853	Rs. 1·87	Rs. 37·62	East Indian. (*a*)
												GUARANTEED.
4,48,386	0·21	6·21	—	—	—	30,097	0·01	0·42	42,05,631	1·97	58·89	Madras.
4,55,510	0·27	10·84	—	—	—	15,463	0·01	0·37	26,96,558	1·62	64·18	South Indian. (*b*)
11,88,484	0·14	3·48	—	—	—	6,35,358	0·08	1·89	1,76,04,234	2·19	52·31	Great Indian Peninsula. (*c*)
5,55,667	0·28	4·55	—	—	—	1,10,486	0·06	0·90	52,38,456	2·67	42·95	Bombay, Baroda, and Central India. (*d*)
6,75,621	0·24	6·24	44,188	0·02	0·41	37,224	0·01	0·34	66,33,750	2·38	61·26	Sind, Punjab, and Delhi.
3,81,838	0·29	7·24	—	—	—	1,03,470	0·08	1·96	29,49,051	2·25	55·96	Oudh and Rohilkhand.
												ASSISTED COMPANIES.
40,885	0·33	19·19	—	—	—	1,023	0·01	0·48	2,31,191	1·84	108·51	Southern Mahratta.
(*o*) 4,14,236	2·19	91·07	—	—	—	—	—	—	5,74,519	2·92	126·31	Bengal Central.
18,535	0·26	23·86	—	—	—	10	—	0·01	1,03,891	1·48	133·76	Bengal and North-western.
1,505	0·09	6·34	—	—	—	82	—	0·35	13,031	0·75	54·90	Deogarh.
77,095	1·19	37·40	3,573	0·05	1·73	1,976	0·03	0·96	2,74,539	4·24	133·18	Assam.
49,415	0·40	11·36	—	—	—	10,920	0·08	2·51	2,88,259	2·34	66·26	Darjeeling-Himalayan.
—	—	—	—	—	—	—	—	—	—	—	—	Rohilkhand - Kumaun. (*f*)
												IMPERIAL STATE.
2,48,025	0·24	7·66	—	—	—	88,854	0·09	2·74	23,44,354	2·33	72·34	Punjab Northern. (*g*)
3,53,764	0·20	4·32	1,70,290	0·10	2·35	2,53,524	0·15	3·46	36,27,364	2·09	49·49	Indus Valley. (*h*)
7,19,204	0·16	5·28	—	—	—	99,283	0·02	0·73	78,32,413	1·72	56·92	Rajputana-Malwa. (*i*)
3,29,924	0·31	6·02	3,47,069	0·32	6·34	1,45,097	0·13	2·65	28,63,115	2·69	52·20	Eastern Bengal. (*j*)
—	—	—	—	—	—	—	—	—	—	—	—	Sindia. (*k*)
(*p*) 6,719	—	—	—	—	—	—	—	—	(*p*) 6,719	—	—	Dhond-Manmad. (*l*)
50,315	0·65	17·79	—	—	—	3,163	0·04	1·12	1,83,290	2·35	64·80	Wardha Coal.
												PROVINCIAL STATE.
—	—	—	—	—	—	—	—	—	—	—	—	Calcutta and South Eastern. (*m*)
14,504	0·34	18·69	—	—	—	198	—	0·25	70,499	1·67	90·84	Nalhati.
1,56,119	0·20	7·20	1,52,542	0·20	7·04	15,163	0·02	0·70	15,15,255	1·99	69·93	Northern Bengal.
7,949	0·31	4·02	63,476	2·52	32·30	652	0·03	0·40	1,18,481	4·70	73·35	Kaunia-Dharla
1,32,564	0·29	11·14	1,27,614	0·28	10·72	34,891	0·08	2·93	9,23,491	2·02	77·60	Tirhoot.
—	—	—	—	—	—	—	—	—	—	—	—	Patna-Gya. (*k*)
89,510	0·24	10·40	—	—	—	8,722	0·02	1·01	5,95,356	1·60	69·17	Cawnpore-Achnera.
—	—	—	—	—	—	—	—	—	—	—	—	Dildarnagar-Ghazipur (*k*);
—	—	—	—	—	—	—	—	—	—	—	—	Bareilly-Pilibheet. (*f*
89,626	0·24	6·77	—	—	—	14,830	0·03	1·12	7,64,984	2·03	57·82	Nagpur Chhattisgarh.
1,34,331	0·19	6·38	—	—	—	13,900	0·02	0·66	12,33,486	1·83	60·96	Burma.
24,890	0·26	12·50	—	—	—	13,558	0·19	9·32	1,70,860	1·78	85·78	Amritsar-Pathankot.
501	0·78	43·15	—	—	—	—	—	—	1,044	2·57	141·60	Kokilamukh.
												NATIVE STATES.
3,314	0·26	9·27	—	—	—	—	—	—	37,241	2·92	104·13	Bhopal-Itarsi.
1,34,808	0·46	12·34	—	—	—	14,423	0·05	1·32	5,94,541	2·05	54·46	Bhavnagar-Gondal.
11,348	0·19	7·61	—	—	—	—	—	—	1,06,831	1·65	67·43	His Highness the Gaekwar's.
794	0·03	1·24	—	—	—	1,932	0·06	3·00	32,514	1·08	50·59	Jodhpore.
—	—	—	—	—	—	—	—	—	(*p*) 625	—	—	Khamgaon. (*l*)
—	—	—	—	—	—	—	—	—	—	—	—	Amraoti. (*l*)
63,636	0·20	6·54	—	—	—	32,433	0·11	3·33	6,13,143	1·95	63·02	His Highness the Nizam's.
34,651	0·32	9·59	—	—	—	3,878	0·04	1·07	1,95,969	1·79	54·22	Mysore.
—	—	—	—	—	—	—	—	—	5,607	1·57	109·72	Rajpura-Patiala.
86,27,066	0·22	5·37	9,35,113	0·02	0·58	13,94,387	0·05	1·18	(*o*) 9,15,61,576	2·06	50·76	Total of all Railways.

(*i*) Includes Rewari-Ferozepore.
(*j*) Includes Poradaha Branch and the Calcutta and South-Eastern State Railway.
(*k*) Included with East Indian Railway.
(*l*) " " Great Indian Peninsula Railway.
(*m*) " " Eastern Bengal State Railway.
(*n*) Represents Locomotive, Carriage and Waggon, and Traffic Expenses.
(*o*) Includes total expenditure on the Rajpura-Patiala Railway, Rs. 5,607, not included in previous columns.
(*p*) Expenditure incurred by the State.

STATEMENT showing the UNIT MILEAGES of PASSENGERS and GOODS carried

Railway.	PASSENGER TRAFFIC. Number of Passenger Miles (expressed in the Number of Passengers carried one mile). First Class.	Second Class.	Third or Intermediate Class.	Fourth or Lowest Class.	Total.	Other Coaching Traffic. Ton miles.	GOODS. General Merchandize.
East Indian (*a*)	6,731,935	22,746,820	24,394,727	808,343,957	862,217,439	9,614,295	600,596,537
GUARANTEED.							
Madras	2,547,624	5,808,877	—	223,457,011	231,813,512	2,920,715	92,378,401
South Indian	729,560	2,788,015	—	196,766,176	200,283,751	357,954	39,862,738
Great Indian Peninsula (*b*)	6,095,748	29,639,521	55,649,257	338,172,934	429,557,460	8,447,370	508,893,145
Bombay, Baroda, and Central India.	1,987,384	9,281,376	—	227,041,870	238,310,630	2,427,962	157,832,891
Sind, Punjab and Delhi	2,573,900	8,774,703	2,037,294	224,234,789	237,620,686	2,396,457	175,659,216
Oudh and Rohilkhand	—	(*c*) 1,863,197	(*d*)3,030,013	(*e*)143,475,229	148,368,439	755,461	69,696,420
Total East Indian and Guaranteed Railways.	20,666,151	80,902,509	85,111,291	2,161,491,966	2,348,171,917	26,920,214	1,644,419,348
ASSISTED COMPANIES.							
Southern Mahratta	30,989	36,184	—	5,672,856	5,739,979	32,933	1,244,797
Bengal Central	66,328	389,064	883,825	20,999,219	22,338,436	41,226	1,063,707
Bengal and North-Western	16,783	18,132	18,909	2,830,434	2,884,258	5,620	126,585
Deogarh (*h*)	—	—	—	—	—	—	—
Assam	39,678	34,874	(*f*) 1,684,184	—	1,758,736	—	345,055
Darjeeling-Himalayan	102,608	167,572	735,710	—	1,005,890	(*g*)	—
Rohilkhand-Kumaun (*i*)	—	—	—	—	—	—	—
Total Assisted Companies	256,336	645,826	3,322,628	29,502,509	33,727,299	79,779	2,780,144
IMPERIAL STATE.							
Punjab Northern	859,449	2,315,729	1,425,053	93,826,125	98,426,356	1,093,143	31,245,400
Indus Valley (*j*)	558,443	2,250,364	—	93,164,044	95,972,851	1,451,865	184,291,439
Rajputana-Malwa (*k*)	1,812,980	5,970,161	6,722,875	328,535,481	343,041,497	3,216,894	183,988,053
Eastern Bengal (*l*)	1,338,149	2,780,627	12,770,538	108,406,857	125,296,171	804,027	53,291,468
Sindia	—	—	—	—	—	—	Included with the
Dhond-Manmad (*m*)	—	—	—	—	—	—	—
Wardha Coal	9,954	10,912	57,827	3,327,242	3,405,935	9,549	1,215,826
Total Imperial State Railways	4,578,975	13,327,793	20,976,293	627,253,749	666,136,810	6,575,478	453,982,186
PROVINCIAL STATE.							
Calcutta and South-Eastern(*o*)	—	—	—	—	—	—	—
Nalhati	19,709	111,498	2,668,558	—	2,799,765	23,217	164,017
Northern Bengal	635,884	1,275,655	1,923,650	37,956,708	41,791,897	311,114	18,939,527
Kaunia-Dhalra	19,750	34,577	—	1,610,341	1,664,668	15,634	60,072
Tirhoot	282,631	428,911	154,817	31,102,176	31,968,535	329,330	8,785,443
Patna-Gya	—	—	—	—	—	—	Included with the
Cawnpore-Achnera	64,024	229,850	172,787	40,516,090	40,982,751	91,975	7,503,879
Dildarnagar-Ghazipur	—	—	—	—	—	—	Included with the
Bareilly-Pilibheet (*i*)	—	—	—	—	—	—	—
Nagpur-Chhattisgarh	56,438	180,526	259,018	16,918,591	17,414,573	64,315	20,657,041
Burma	215,006	1,399,998	—	74,196,771	75,811,775	135,627	14,489,050
Amritsar-Pathankot	77,843	117,692	33,806	10,842,230	11,071,071	23,299	1,118,757
Kokilamukh (*p*)	—	—	—	—	—	—	3,156
Total Provincial State Railways.	1,370,785	3,778,707	5,212,636	213,142,907	223,505,035	995,011	71,720,942
NATIVE STATES.							
Bhopal-Itarsi	6,880	22,560	—	1,256,602	1,286,042	7,216	174,441
Bhavnagar-Gondal	97,570	424,923	—	32,876,386	33,398,879	199	7,287,708
His Highness the Gaekwar's	—	(*c*) 82,214	—	(*e*) 5,651,497	5,733,711	7,691	687,224
Jodhpore	10,967	27,247	—	2,296,688	2,334,902	20,995	201,907
Khamgaon (*m*)	—	—	—	—	—	—	—
Amraoti (*m*)	—	—	—	—	—	—	—
His Highness the Nizam's	440,037	1,671,633	—	26,093,499	28,204,179	591,987	8,675,377
Mysore	154,976	499,941	—	12,306,603	12,961,520	53,712	2,043,522
Rajpura-Patiala	2,812	2,174	553	280,490	286,029	716	18,192
Total Native State Railways	713,242	2,730,692	553	80,761,375	84,205,262	682,516	19,088,317
Total of all Railways	27,585,489	101,384,927	114,623,401	3,112,152,506	3,355,746,323	35,252,998	2,191,990,991

(*a*) Includes Branch State lines worked by the Undertaking.
(*b*) Includes Dhond-Manmad and Berar State Lines.
(*c*) Upper.
(*d*) Lower Reserved.
(*e*) Lower.
(*f*) Includes excess fares 72,562.
(*g*) Information not available.
(*h*) Information not available.

on the several RAILWAYS during the year ending 31st December 1884.

GOODS TRAFFIC. Number of Ton-Miles (expressed in the Number of Tons moved one mile).							Railway.
Military Stores.	Railway Materials for Construction.	Coal for the Public and Construction.	Coal for Revenue only.	Revenue Stores other than Coal.	Live Stock.	Total.	
4,841,019	5,746,774	208,253,275	46,472,075	56,055,524	506,454	922,471,658	East Indian. (*a*)
							GUARANTEED.
621,712	887,733	52,701	7,655	4,401,258	191,008	98,540,468	Madras.
10,266	1,092,589	2,197	969,407	2,896,745	33,376	44,867,318	South Indian.
1,512,027	2,623,880	4,756,140	24,050,322	33,910,764	1,404,823	576,711,101	Great Indian Peninsula. (*b*)
212,511	779,093	6,181,019	6,463,714	6,086,235	2,080,138	179,635,601	Bombay, Baroda, and Central India.
1,490,124	1,066,473	5,401,656	4,563,135	10,881,635	62,661	199,124,900	Sind, Punjab, and Delhi.
205,238	15,978,330	558,014	6,027,570	4,022,558	1,776	96,489,906	Oudh and Rohilkhand.
8,892,897	28,284,872	225,205,002	88,553,878	118,254,719	4,280,236	2,117,840,952	Total East Indian and Guaranteed Railways.
							ASSISTED COMPANIES.
—	1,210,565	30,793	45,625	102,144	—	2,733,924	Southern Mahratta.
9	50,863	123,294	40,814	18,606	165	1,297,458	Bengal Central.
—	488,151	3,485	11,133	6,781	—	636,085	Bengal and North-Western.
—	—	—	—	—	—	—	Deogarh. (*h*)
—	—	208,631	—	—	—	553,686	Assam.
—	—	—	—	—	—	(*g*)	Darjeeling-Himalayan.
—	—	—	—	—	—	—	Rohilkhand Kumaun. (*i*)
9	1,849,579	366,203	97,572	127,481	165	5,221,153	Total Assisted Companies.
							IMPERIAL STATE.
509,709	4,998,614	—	941,028	717,526	32,447	38,444,719	Punjab Northern.
627,345	13,075,328	5,495,903	816,396	3,831,829	40,369	208,178,609	Indus Valley. (*j*)
329,935	15,620,362	931,594	12,434,301	5,823,289	16,350	219,093,784	Rajputana-Malwa. (*k*)
45,969	518,326	3,254,392	2,374,584	986,119	5,417	60,476,275	Eastern Bengal. (*l*)
East Indian Railway		—	—	—	—	—	Sindia.
—	—	—	—	—	—	—	Dhond-Manmad. (*m*)
15	33,173	3,593,285	2,744	178,177	—	5,023,220	Wardha Coal.
1,512,973	34,245,703	13,275,174	16,569,048	11,536,940	94,583	531,216,607	Total Imperial State Railways.
							PROVINCIAL STATE.
—	—	—	—	—	—	—	Calcutta and South-Eastern. (*o*).
6	—	104,891	—	25,450	20	294,384	Nalhati.
54,793	1,348,694	924,722	1,013,091	648,427	9	22,929,193	Northern Bengal.
2,041	4,511	10	—	2,001	—	68,635	Kaunia-Dharlia.
1,786	1,695,504	1,035,519	100,093	175,267	175	11,793,787	Tirhoot.
East Indian Railway		—	—	—	—	—	Patna-Gya.
94,081	1,278,774	292,074	82,733	235,809	—	9,487,350	Cawnpore-Achnera.
East Indian Railway		—	—	—	—	—	Dildarnagar-Ghazipur.
—	—	—	—	—	—	—	Bareilly-Pilibheet. (*i*)
6,981	89,189	22,142	566,534	269,072	263	22,211,222	Nagpur-Chhattisgarh.
5,448	1,796,536	1,127	5,416	416,497	215,276	16,929,350	Burma.
6,211	—	3,513	—	73,162	449	1,202,092	Amritsar-Pathankot.
—	—	—	—	—	—	3,156	Kokilamukh. (*p*)
171,277	6,213,208	2,383,998	1,767,867	2,445,685	216,192	84,919,169	Total Provincial State Railways.
							NATIVE STATES.
143	—	5,863	—	—	—	180,447	Bhopal-Itarsi.
—	438,275	51,965	54,004	366,809	2,022	3,199,883	Bhavnagar-Gondal.
—	11,453	—	13,283	40,964	150	753,074	His Highness the Gaekwar's.
—	285,462	51	—	624	—	438,510	Jodhpore.
—	—	—	—	—	—	—	Khamgaon. (*m*)
—	—	—	—	—	—	—	Amraoti. (*m*)
147,530	27,123	34,830	8,967	1,223,877	12,870	10,129,174	His Highness the Nizam's.
172	286,684	—	—	247,009	814	2,578,201	Mysore.
—	—	6,579	992	15,078	12	40,853	Rajpura-Patiala.
147,845	998,997	98,854	76,346	1,893,861	15,868	22,320,142	Total Native State Railways.
10,725,001	71,542,359	241,329,231	107,064,711	134,258,686	4,607,044	2,761,518,023	Total of all Railways.

(*i*) Return not received.
(*j*) Includes Sind-Pishin, Southern Section.
(*k*) Includes Rewari-Ferozepore.
(*l*) Includes Poradaha Branch, and Calcutta and South-Eastern.
(*m*) Included with Great Indian Peninsula Railway.
(*o*) Transferred to Imperial State and worked by the Eastern Bengal State Railway.
(*p*) Not opened for passenger traffic.

STATEMENT showing the Number of Engines and Vehicles used in conveying Traffic and

Railway.	Number of Engines and Vehicles used in conveying						
	Engines.	Carriages.					
		First Class.	Second Class.	Third or Intermediate Class.	Fourth or Lowest Class.	Composite.	Total Number.
East Indian	558	85	109	61	711	27	993
GUARANTEED.							
Madras	157	38	61	—	253	28	380
South Indian	122	33	33	—	320	19	405
Great Indian Peninsula (*b*)	499	83	150	—	453	73	759
Bombay, Baroda, and Central India	103	22	42	240	—	18	322
Sind, Punjab, and Delhi	159	45	30	25	352	30	482
Oudh and Rohilkhand	125	(*c*) 48	(*d*) 4	—	(*e*) 249	2	303
Total East Indian and Guaranteed Railways	1,723	354	429	326	2,338	197	3,644
ASSISTED COMPANIES.							
Southern Mahratta	31	4	—	—	48	4	56
Bengal Central (*r*)	—	—	—	—	—	—	—
Bengal and North-Western	11	1	—	—	(*n*) 30	6	37
Deogarh	2	—	—	—	8	2	10
Assam	12	1	—	7	—	5	13
Darjeeling-Himálayan	13	—	24		—	7	31
Rohilkhand-Kumaun (*q*)	—	—			—	—	—
Total Assisted Companies	69	6	—	31	86	24	147
IMPERIAL STATE.							
Punjab Northern (*o*)	93	22	31	176	—	14	243
Indus Valley (*g*)	167	29	(*i*) 31	—	(*j*) 178	10	248
Rajputana-Malwa (*h*)	373	88	82	30	594	53	847
Eastern Bengal	72	(*f*) 32	10	51	156	37	286
Sindia	—	—	—	—	—	—	—
Dhond-Manmad	—	—	—	—	—	—	—
Wardha Coal	7	1	1	(*l*) 5	6	1	14
Total Imperial State Railways	712	172	155	262	934	115	1,638
PROVINCIAL STATE.							
Calcutta and South-Eastern (*u*)	—	—	—	—	—	—	—
Naihati	4	2	1	6	—	2	11
Northern Bengal	38	18	9	10	64	11	112
Kaunia-Dharlia	5	—	1	—	11	4	16
Tirhoot	34	15	6	6	50	4	81
Patna-Gya	—	—	—	—	—	—	—
Cawnpore-Achnera	35	6	3	—	125	8	142
Dildarnagar-Ghazipur	—	—	—	—	—	—	—
Bareilly-Pilibheet (*q*)	—	—	—	—	—	—	—
Nagpur-Chhattisgarh	25	1	5	10	17	8	41
Burma	47	15	14	—	163	20	212
Amritsar Pathankot	5	2	2	—	20	—	24
Kokilamukh	3	—	—	—	—	—	—
Total Provincial State Railways	196	59	41	32	450	57	639
NATIVE STATES.							
Bhopal Itarsi (*m*)	—	—	—	—	—	—	—
Bhavnagar-Gondal	20	13	8	74	—	6	101
His Highness the Gaekwar's	6	(*c*) 5	—	—	(*e*) 18	—	23
Jodhpore	3	2	1	10	—	1	14
Khamgaon	—	—	—	—	—	—	—
Amraoti	—	—	—	—	—	—	—
His Highness the Nizam's	9	7	7	—	29	1	44
Mysore	15	14	6	—	71	1	92
Rajpura-Patiala (*s*)	—	—	—	—	—	—	—
Total Native State Railways	53	41	22	84	118	9	274
Total for all Railways	2,753	632	647	735	3,926	402	6,342

(*a*) Included in two previous columns.
(*b*) Includes Dhond-Manmad and Berar State Lines.
(*c*) Upper.
(*d*) Officers'.
(*e*) Lower.
(*f*) Includes Saloons.
(*g*) Includes Sind-Pishin, Southern Section.
(*h*) Includes Rewari-Ferozepore.
(*i*) Includes 9 composite 2nd class and Post Office carriages.
(*j*) Includes 8 composite lowest class and Post Office carriages.

the NUMBER of MILES travelled by TRAINS during the Year ending 31st December 1884.

Traffic.			No. of Train Miles run.					
Miscellaneous Coaching Vehicle (excluding Brakes).	Goods Vehicles of all descriptions (excluding Brakes).	Brake Vans.	Passenger.	Goods.	Mixed. (*a*).	Total.	No. of Train Miles per open Mile.	Railway.
185	8,551	341	3,447,358	5,578,270	2,624,998	9,020,628	5,456	East Indian.
								GUARANTEED.
85	2,840	138	903,453	1,228,051	699,910	2,131,504	2,476	Madras.
35	1,584	94	715,393	947,987	852,264	1,663,380	2,513	South Indian.
151	7,778	566	2,738,072	5,266,788	561,801	8,049,860	5,576	Great Indian Peninsula (*b*)
34	3,030	63	887,455	1,077,286	372,261	1,964,741	4,262	Bombay, Baroda, and Central India.
101	3,893	117	1,155,855	1,625,717	728,601	2,781,572	3,813	Sind, Punjab, and Delhi.
27	3,167	75	464,756	846,219	815,693	1,310,975	2,347	Oudh and Rohilkhand.
618	30,343	1,394	10,357,342	16,565,818	6,655,468	26,922,660	4,226	Total East Indian and Guaranteed Railways.
								ASSISTED COMPANIES.
6	577	17	39,882	85,857	58,565	125,689	1,207	Southern Mahratta.
—	—	—	156,310	40,508	128,981	196,818	1,565	Bengal Central. (*r*)
—	175	7	33,122	36,932	38,945	70,054	1,319	Bengal and North-Western.
—	6	—	—	—	17,323	17,323	2,665	Deoghur.
—	283	13	—	—	64,675	64,675	1,078	Assam.
4	81	—	36,500	86,705	—	123,205	2,464	Darjeeling-Himalayan.
—	—	—	—	—	—	—	—	Rohilkhand-Kumaun. (*q*)
10	1,122	37	265,764	250,002	308,489	597,764	1,105	Total Assisted Companies.
								IMPERIAL STATE.
50	1,476	128	521,382	481,804	737,905	1,002,686	2,244	Punjab Northern. (*o*)
53	(*k*) 2,879	112	346,909	1,386,884	942,541	1,733,793	2,629	Indus Valley. (*g*)
148	5,884	236	1,738,522	2,768,824	1,878,867	4,557,346	3,540	Rajputana-Malwa. (*h*)
19	1,571	48	584,619	479,565	306,436	1,064,184	4,567	Eastern Bengal.
—	—	—	—	—	—	—	—	Sindia.
—	—	—	—	—	—	—	—	Dhond-Manmad.
—	288	10	24,615	53,375	65,880	77,990	1,733	Wardha-Coal.
270	12,098	534	3,266,047	5,169,952	3,931,629	8,435,999	3,081	Total Imperial State Railways.
								PROVINCIAL STATE.
—	—	—	—	—	—	—	—	Calcutta and South-Eastern. (*u*)
1	24	2	24,943	17,219	39,894	42,162	1,547	Nalhati.
20	860	28	283,600	475,920	368,554	759,520	3,047	Northern Bengal.
—	67	4	11,480	13,742	25,194	25,222	681	Kaunia-Dhardia.
19	507	20	200,360	254,381	287,459	455,241	2,262	Tirhoot.
—	—	—	—	—	—	—	—	Patna-Gya.
2	517	14	210,609	160,720	318,413	371,329	1,823	Cawnpore-Achnera.
—	—	—	—	—	—	—	—	Dildarnagar-Ghazipur.
—	—	—	—	—	—	—	—	Bareilly-Pilibheet. (*q*)
11	726	18	74,642	301,277	150,941	375,919	2,523	Nagpur-Chhattisgarh.
23	1,432	30	360,926	342,010	212,606	702,936	3,152	Burma.
—	40	5	82,545	13,309	93,045	95,854	1,622	Amritsar-Pathankot.
—	34	2	—	640	—	640	53	Kokilamukh.
76	4,207	123	1,249,605	1,579,218	1,496,106	2,828,823	2,247	Total Provincial State Railways.
								NATIVE STATES.
—	—	—	6,139	6,605	12,238	12,744	750	Bhopal Itarsi. (*m*)
10	(*l*) 549	22	121,835	168,097	67,016	289,932	1,500	Bhavnagar-Gondal.
(*p*) 4	187	6	34,317	26,644	42,973	60,961	1,037	His Highness the Gaekwar's.
2	50	3	16,843	13,286	23,082	30,129	942	Jodhpore.
—	—	—	—	—	—	—	—	Khamgaon.
—	—	—	—	—	—	—	—	Amraoti.
7	136	15	174,568	140,080	178,460	314,598	2,612	His Highness the Nizam's.
8	218	9	52,231	57,376	75,382	109,607	1,045	Mysore.
—	—	—	3,036	532	3,456	3,568	627	Rajpura-Patiala. (*s*)
31	1,140	55	408,969	412,570	402,607	821,539	1,317	Total Native State Railways.
1,005	48,910	2,143	15,547,727	23,977,060	12,794,299	39,606,785	3,434	Total for all Railways.

(*k*) Includes 11 travelling cranes.
(*l*) Includes 2 composite 3rd class and Post Office carriages.
(*m*) Worked by the stock of the Great Indian Peninsula Railway.
(*n*) Includes 2 composite 3rd class and Post Office carriages.
(*o*) Includes Sind-Sugar State Railway, Eastern Section.
(*p*) Open wagons fitted with roofs and doors to carry passengers.
(*q*) Returns not received.
(*r*) Worked by the stock of the Eastern Bengal Railway.
(*s*) " " " of the Sind, Punjab and Delhi Railway Company.
(*t*) Includes 2 travelling cranes = 10 ton each.
(*u*) Worked by the stock of the Eastern Bengal State Railway.

41. The following statement gives the average number of Locomotives employed on the principal railways and the average work obtained from each during the two halves of 1884:—

Railway.	Number of Locomotives.		Total Engine Mileage.		Average Mileage per Engine.		Average Mileage per engine per diem.	
	Half-year ending 30th June 1884.	Half-year ending 31st December 1884.	Half-year ending 30th June 1884.	Half-year ending 31st December 1884.	Half-year ending 30th June 1884.	Half-year ending 31st December 1884.	Half-year ending 30th June 1884.	Half-year ending 31st December 1884.
5′ 6″ Gauge.								
East Indian	539	(a) 558	5,446,239	4,534,292	10,104	8,126	55·51	44·16
Great Indian Peninsula	461	499	5,057,032	3,788,522	10,969	7,592	60·27	41·26
Madras	149	(a) 157	1,229,694	1,204,188	8,253	7,670	45·34	41·68
Bombay, Baroda and Central India	98	108	1,242,160	934,561	12,675	9,073	69·64	49·31
Eastern Bengal	48	(a) 72	533,962	796,666	11,124	11,065	61·12	60·14
Sind, Punjab and Delhi	159	164	1,545,288	1,623,184	9,718	9,897	53·40	53·79
Oudh and Rohilkhand	125	125	1,007,193	707,147	8,057	5,657	44·27	30·74
Indus Valley	157	165	918,010	1,032,648	5,847	6,258	32·13	34·01
Nizam's	9	9	173,586	156,426	19,287	17,380	105·97	94·46
Metre Gauge.								
South Indian	120	(a) 120	966,278	974,052	8,052	8,117	44·24	44·11
Rajputana-Malwa	337	(a) 373	2,558,165	2,125,719	7,591	5,699	41·71	30·97
Northern Bengal	36	38	413,334	452,510	11,481	11,908	63·08	64·72
Tirhoot	34	34	267,384	221,925	7,864	8,292	43·21	45·07
Nagpur Chhattisgarh	22	25	262,916	141,278	11,950	5,651	65·66	30·71
Burma	41	33	449,000	362,220	10,951	10,976	60·17	59·65

(a) Taken from the Revenue Account.

Statement showing the quantities of the principal Articles of Merchandise, &c., carried, and the Receipts therefrom on the several Railways for 1884, as compared with the similar results for 1883.

STATEMENT showing the QUANTITIES of the principal Articles of MERCHANDISE, &c., carried, and the

GUARANTEED

Classification Number.	Articles.	(a) East Indian.				Madras.				South Indian.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.
I.	Animals, living No. (for sale).	37,624	23,022	99,269	47,006	22,931	21,112	22,995	30,539	3,545	5,150	4,317	5,006
II.	Borax	1,727	1,223	41,474	26,080	5	6	72	86	—	—	—	—
III.	Canes and rattans	986	1,156	8,617	9,650	29	33	457	597	—	—	—	—
IV.	Caoutchouc	5	26	130	431	3	—	5	—	—	—	—	—
V.	Chinese and Japanese ware.	113	60	3,823	2,058	2	—	70	35	—	—	—	—
VI.	Coal and coke	974,836	1,041,518	54,64,100	57,56,330	2,457	21,096	11,554	15,959	—	—	—	—
VII.	Cotton, raw	49,323	41,077	13,90,294	12,01,309	23,019	19,520	2,99,814	2,53,045	9,154	9,028	82,746	48,590
VIII.	Cotton, manufactured.	74,385	71,260	23,50,051	22,53,998	13,167	13,396	1,89,553	1,85,446	10,503	11,204	1,54,612	1,53,795
IX.	Drugs and medicines	3,593	3,461	96,073	1,06,479	1,146	1,078	17,125	15,548	—	—	—	—
X.	Dyeing materials	21,496	18,458	5,78,384	5,43,247	6,874	10,788	50,570	72,094	4,032	4,432	24,580	26,306
XI.	Earthenware and porcelain.	217	237	12,081	11,668	1,151	1,441	10,417	11,564	70	41	117	169
XII.	Fibrous products	43,049	37,611	7,85,474	5,82,622	5,837	7,008	47,662	54,344	—	—	—	—
XIII.	Fruits and nuts	14,786	12,702	4,11,363	3,62,196	23,002	21,088	1,88,576	1,96,059	22,371	17,856	1,15,484	1,01,596
XIV.	Grain and pulses	845,232	517,577	79,96,237	39,36,839	116,030	174,773	4,90,871	7,03,707	110,517	131,002	3,43,154	3,81,025
XV.	Gums and resins	3,559	2,760	61,601	51,339	427	404	4,611	5,191	—	—	—	—
XVI.	Hides and skins	29,213	31,867	4,47,542	4,85,490	14,422	14,358	1,81,725	1,74,397	4,509	5,030	34,919	44,798
XVII.	Horns	750	740	15,252	12,077	150	217	1,692	2,238	—	—	—	—
XVIII.	Lac	16,772	15,226	2,98,369	2,52,609	137	141	824	1,039	—	—	—	—
XIX.	Leather	3,658	2,484	98,347	96,635	2,000	2,324	47,292	42,415	—	—	—	—
XX.	Liquors	5,984	5,918	1,97,210	1,73,374	4,214	4,523	45,438	53,096	2,283	1,953	16,047	18,057
XXI.	Mats	217	226	4,094	4,746	1,056	1,096	5,215	5,640	573	396	4,388	4,745
XXII.	Metals and Manufactures.	123,630	128,251	24,71,162	27,77,785	18,632	21,802	2,11,337	2,35,051	8,015	8,021	57,548	55,619
XXIII.	Oils	7,344	8,777	1,59,976	1,61,525	9,674	9,828	61,782	63,197	7,433	7,689	37,931	41,291
XXIV.	Opium	11,765	11,081	3,23,612	2,85,520	26	—	2,775	3	—	—	—	—
XXV.	Paints and colours	2,837	3,053	50,572	51,973	110	110	1,439	1,330	—	—	—	—
XXVI.	Provisions	13,636	12,605	4,34,535	3,30,149	18,735	19,490	1,15,613	1,17,590	20,010	17,268	91,882	99,369
XXVII.	Salt	242,463	234,985	17,58,578	16,38,723	55,589	58,679	4,06,555	4,09,696	30,530	43,079	1,97,275	1,27,880
XXVIII.	Saltpetre, &c.	39,654	51,172	4,28,862	4,96,854	383	389	3,231	3,086	—	—	—	—
XXIX.	Seeds	428,667	387,885	42,45,324	36,72,156	31,957	43,162	1,29,569	1,79,205	40,028	57,739	1,89,120	1,69,129
XXX.	Silk	1,347	1,272	37,513	38,468	89	76	1,840	1,912	—	—	—	—
XXXI.	Spices	7,194	5,723	1,56,609	1,04,653	2,890	2,585	20,838	20,504	906	849	5,592	6,504
XXXII.	Stone and marble	37,984	44,753	1,59,085	1,32,366	4,726	7,118	17,774	13,922	72,169	96,710	83,485	1,13,772
XXXIII.	Sugar	143,359	107,979	11,64,557	7,63,667	38,258	23,397	1,53,570	1,05,476	35,958	33,857	1,27,604	1,38,980
XXXIV.	Tea	1,685	1,506	57,476	40,503	267	276	6,018	6,484	4	4	39	43
XXXV.	Tobacco	20,690	15,161	3,14,203	2,18,782	8,280	8,763	48,402	55,817	3,028	2,743	19,170	22,235
XXXVI.	Wood	35,488	40,100	2,24,765	2,32,161	64,837	62,102	2,45,521	2,42,123	13,758	12,807	37,939	37,973
XXXVII.	Wool	2,246	2,341	71,943	77,036	736	671	8,394	7,476	—	—	—	—
XXXVIII.	All other articles of merchandise.	95,583	101,135	14,14,588	12,59,549	13,529	13,703	2,12,779	2,09,802	39,295	39,113	1,89,893	1,94,780
XXXIX.	Bark (tanning)	—	—	—	—	8,381	9,083	92,689	97,668	—	—	—	—
XL.	Coffee	—	—	—	—	7,628	6,749	58,295	58,783	—	—	—	—
XLI.	Government stores	10,005	10,033	4,32,354	4,41,894	2,935	2,093	90,894	65,099	—	—	—	—
XLII.	Manures	—	—	—	—	4,805	4,516	18,943	18,145	—	—	—	—
XLIII.	Vegetables	13,279	13,959	1,45,154	1,30,324	14,663	13,059	1,13,413	1,09,290	—	—	—	—
XLIV.	Chunam and lime	25,005	19,400	1,81,646	1,36,077	1,515	2,017	3,376	4,247	—	—	—	—
XLV.	Hay and straw, and grass, &c.	—	—	—	—	147	593	704	3,151	—	—	—	—
XLVI.	Railway Materials	—	—	—	—	—	—	—	—	—	—	—	—
XLVII.	Revenue Stores	—	—	—	—	—	—	—	—	—	—	—	—
	Total	3,351,743	3,006,755	3,45,02,257	2,88,61,142	514,520	603,491	36,19,964	38,16,539	435,745	500,822	16,23,525	17,86,656

(a) Includes the Branch State lines worked by the undertaking.

RECEIPTS therefrom, on the several RAILWAYS for 1884, as compared with the similar results for 1883.

RAILWAYS.	(b) Great Indian Peninsula.				Bombay, Baroda, and Central India.				Sind, Punjab, and Delhi.				Oudh and Rohilkhand.				Classification Number
	Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
	1883. Tons	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	
	—	—	—	—	12,022	11,078	2,28,662	2,08,026	3,763	2,635	23,772	10,446	124	79	459	345	I.
	—	—	—	—	—	—	—	—	583	387	5,885	3,673	1,376	982	19,289	12,862	II.
	—	—	—	—	—	—	—	—	934	716	5,716	3,981	13	24	83	154	III.
	—	—	—	—	—	—	—	—	15	9	107	77	—	—	—	—	IV.
	—	—	—	—	—	—	—	—	47	50	956	1,148	20	11	192	135	V.
62,448	62,840	2,33,846	1,50,371	12,158	20,657	82,267	1,48,300	65,607	42,052	2,64,721	1,81,422	4,404	5,557	6,789	11,401	VI.
136,222	101,272	40,82,961	29,58,848	97,208	112,983	15,19,582	16,42,405	8,993	9,385	93,070	1,01,320	10,640	8,830	1,03,312	1,01,232	VII.
35,435	33,122	12,27,859	14,57,510	22,733	23,570	4,33,296	469,941	23,270	23,469	3,88,183	3,27,531	8,687	8,966	83,340	86,763	VIII.
307	259	13,598	12,108	19,778	13,245	1,60,455	83,131	4,442	4,042	61,610	54,815	1,503	1,365	10,338	9,396	IX.
8,978	9,619	1,43,980	1,53,893	—	—	—	—	7,229	7,328	1,03,161	1,06,667	3,200	2,771	26,024	23,059	X.
—	—	—	—	—	—	—	—	268	334	4,979	4,738	105	93	952	988	XI.
13,354	17,585	3,64,270	3,34,364	6,182	5,892	65,569	60,878	15,151	15,003	1,09,633	1,10,570	10,926	9,326	53,552	47,170	XII.
36,337	55,485	7,60,814	10,49,829	25,509	26,635	2,37,860	2,54,882	13,665	16,463	1,81,182	1,77,968	2,918	2,405	27,123	24,799	XIII.
605,905	558,997	83,71,260	75,05,227	176,445	139,060	11,65,515	8,45,001	5,57,380	435,114	27,59,548	24,25,617	322,061	227,748	10,09,455	8,19,916	XIV.
9,519	10,073	2,13,074	2,20,259	—	—	—	—	476	509	5,613	5,652	240	201	1,872	1,181	XV.
12,997	14,064	2,90,782	2,92,821	2,455	2,876	32,119	40,406	5,608	6,123	61,088	63,456	4,749	5,159	22,908	25,445	XVI.
				—	—	—	—	347	283	3,653	3,491	297	389	1,433	2,025	XVII.
—	—	—	—	—	—	—	—	406	398	6,226	4,521	369	271	1,110	981	XVIII.
—	—	—	—	—	—	—	—	1,227	1,148	20,309	19,629	454	399	3,837	3,103	XIX.
2,736	2,911	68,730	72,610	1,217	2,056	26,824	23,134	7,819	7,897	85,400	82,400	2,668	2,334	24,998	20,499	XX.
—	—	—	—	—	—	—	—	185	222	1,492	1,592	97	97	503	479	XXI.
68,870	77,437	11,18,467	13,78,925	19,344	23,218	2,90,798	3,62,435	24,958	25,660	2,50,533	2,51,262	27,077	18,909	1,74,489	1,21,865	XXII.
15,686	21,103	3,03,354	3,92,560	3,814	5,922	44,270	83,217	5,171	4,418	41,204	50,080	1,036	1,353	8,761	8,800	XXIII.
1,490	710	96,981	46,222	561	532	27,866	23,619	16	9	382	61	703	1,211	19,540	30,226	XXIV.
—	—	—	—	—	—	—	—	550	592	8,084	9,013	105	159	1,243	1,743	XXV.
5,413	4,908	1,32,503	1,24,949	3,219	3,627	51,989	50,475	4,555	3,998	41,375	25,220	2,056	2,406	19,109	16,282	XXVI.
102,981	107,894	13,17,250	13,97,011	86,643	93,363	8,50,064	4,06,891	52,576	46,059	2,10,120	1,97,479	60,271	60,435	1,80,400	1,70,227	XXVII.
—	—	—	—	—	—	—	—	1,252	1,033	12,886	16,378	1,076	741	2,844	1,830	XXVIII.
341,324	314,585	51,13,996	45,97,902	105,719	118,464	8,20,494	8,52,513	127,388	129,494	8,17,959	7,99,743	60,913	60,191	2,02,468	2,01,907	XXIX.
242	179	11,032	7,216	—	49	—	1,569	309	322	4,585	5,616	19	45	277	503	XXX.
6,392	5,702	1,16,268	1,10,749	—	—	—	—	4,753	5,480	50,483	59,750	1,497	1,826	9,796	10,844	XXXI.
3,193	4,650	14,212	23,988	16,212	22,200	47,588	48,441	31,950	8,923	52,141	36,303	18,671	18,071	22,889	31,844	XXXII.
49,785	36,690	5,83,140	5,42,572	28,919	36,869	3,10,884	4,89,551	79,465	80,026	5,43,366	5,22,014	84,497	68,600	3,72,142	2,72,300	XXXIII.
110	82	3,459	2,866	497	442	11,984	10,569	2,256	2,182	34,137	31,972	336	344	5,296	4,246	XXXIV.
3,974	4,270	59,827	64,769	13,426	17,223	95,844	1,23,771	1,562	2,057	22,362	24,297	962	3,956	6,167	14,986	XXXV.
81,619	91,716	2,23,740	2,35,050	60,515	59,087	3,51,552	3,43,574	56,822	42,112	1,70,563	1,19,923	25,614	29,491	67,094	80,919	XXXVI.
303	649	5,494	14,005	3,396	3,050	78,527	71,958	9,688	9,676	1,21,589	1,18,101	176	137	1,536	1,541	XXXVII.
69,500	63,003	10,21,907	9,47,545	105,870	78,109	12,93,754	11,02,592	14,745	16,974	2,11,510	2,29,991	17,522	16,638	1,24,551	1,19,808	XXXVIII.
—	—	—	—	—	—	—	—	—	—	—	—	105	56	606	530	XXXIX.
66	138	1,967	3,530	—	—	—	—	—	—	—	—	65	29	512	372	XL.
8,352	6,738	1,80,844	1,51,363	1,442	1,257	24,334	22,131	7,980	10,302	1,27,293	1,79,216	2,500	1,884	19,172	11,281	XLI.
—	—	—	—	—	—	—	—	—	—	—	—	162	309	730	2,256	XLII.
21,396	20,227	2,19,350	1,94,607	—	—	—	—	3,973	5,834	24,020	40,572	2,738	4,113	12,281	14,342	XLIII.
903	1,002	7,759	12,180	2,891	3,498	12,032	17,016	22,459	20,757	45,963	38,872	751	943	1,809	2,307	XLIV.
2,842	5,863	10,513	25,570	14,733	21,112	47,492	63,849	—	—	—	—	1,062	722	3,399	3,079	XLV.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XLVI.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XLVII.
1,703,939	1,633,968	2,63,87,693	2,42,51,049	839,874	835,964	76,43,559	76,65,490	1,166,050	989,079	68,94,062	64,19,481	685,339	569,515	26,53,741	23,13,978	Total.

(b) Includes the Dhond-Manmad, Khamgaon, and Amraoti State Railways.

STATEMENT showing the QUANTITIES of the principal Articles of MERCHANDISE, &c., carried, and the

ASSISTED

Classification Number.	Articles.	Southern-Mahratta.				Bengal Central.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.
I.	Animals, living (for sale) No.	—	—	—	—		—	—	—
II.	Borax	—	—	—	—		—	—	—
III.	Canes and rattans	—	37	—	61		—	—	—
IV.	Caoutchouc	—	—	—	2		—	—	—
V.	Chinese and Japanese ware.	—	—	—	1		—	—	—
VI.	Coal and coke	—	7	—	7		3,904	—	5,038
VII.	Cotton, raw	—	1,195	—	13,669		7	—	28
VIII.	Cotton, manufactured	—	725	—	6,990		853	—	3,389
IX.	Drugs and medicines	—	19	—	184		26	—	130
X.	Dyeing materials	—	57	—	372		77	—	277
XI.	Earthenware and porcelain.	—	9	—	33		—	—	—
XII.	Fibrous products	—	183	—	931		322	—	1,541
XIII.	Fruits and nuts	—	336	—	2,235		2,948	—	9,281
XIV.	Grain and pulse	—	5,977	—	14,895		1,095	—	2,123
XV.	Gums and resins	—	6	—	35		—	—	—
XVI.	Hides and skins	—	167	—	552		238	—	918
XVII.	Horns	—	4	—	16		—	—	—
XVIII.	Lac	—	2	—	13		—	—	—
XIX.	Leather	—	6	—	40		15	—	68
XX.	Liquors	—	179	—	807		20	—	144
XXI.	Mats	—	4	—	17		—	15,339	—
XXII.	Metals and manufactures of.	—	309	—	3,611		560	—	1,184
XXIII.	Oils	—	530	—	3,264		296	—	857
XXIV.	Opium	—	—	—	5	41,184	—	—	—
XXV.	Paints and colors	—	21	—	163		—	—	—
XXVI.	Provisions	—	48	—	278		477	—	971
XXVII.	Salt	—	23	—	1,376		463	—	761
XXVIII.	Saltpetre, &c.	—	9	—	7		—	—	—
XXIX.	Seeds	—	2,612	—	10,607		835	—	1,290
XXX.	Silk	—	59	—	1,012		—	—	—
XXXI.	Spices	—	57	—	417		52	—	141
XXXII.	Stone and marble	—	245	—	633		—	—	—
XXXIII.	Sugar	—	640	—	1,452		5,270	—	9,753
XXXIV.	Tea	—	—	—	4		—	—	—
XXXV.	Tobacco	—	28	—	126		133	—	377
XXXVI.	Wood	—	1,179	—	2,741		138	—	267
XXXVII.	Wool	—	15	—	123		—	—	—
XXXVIII.	All other articles of merchandise.	—	503	—	2,723		6,139	—	14,281
XXXIX.	Bark (tanning)	—	251	—	788		—	—	—
XL.	Coffee	—	—	—	4		—	—	—
XLI.	Government stores	—	—	—	—		—	—	—
XLII.	Manures	—	1	—	8		—	—	—
XLIII.	Vegetables	—	44	—	140		—	—	—
XLIV.	Chunam and lime	—	139	—	608		—	—	—
XLV.	Hay and straw and grass, &c.	—	122	—	140		—	—	—
XLVI.	Railway materials	—	31,785	—	48,677		—	—	—
XLVII.	Revenue stores	—	—	—	—		—	—	—
	Total	—	48,573	—	1,19,775	41,184	23,888	15,339	52,819

N.B.—Information not available for the Deogurh, and Rohilkhand-Kumaun Railways.

RECEIPTS therefrom, on the several RAILWAYS for 1884, as compared with the similar results for 1883—*cont.*

COMPANIES.												
Bengal and North-western.				Assam.				Darjeeling-Himalayan.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	
—	—	—	—	—	147	—	151	—	—	—	439	I.
—	—	—	—	—	—	—	—	—	—	—	—	II.
—	1	—	10	—	53	—	339	—	—	—	—	III.
—	—	—	—	—	49	—	686	—	—	—	—	IV.
—	—	—	—	—	—	—	—	—	—	—	—	V.
—	597	—	526	—	10,597	—	66,186	—	2,249	—	12,933	VI.
—	1	—	5	—	—	—	5	—	—	—	—	VII.
—	211	—	1,398	—	—	—	—	—	599	—	10,410	VIII.
—	72	—	542	—	11	—	183	—	—	—	—	IX.
—	5	—	23	—	—	—	—	—	—	—	—	X.
—	7	—	57	—	22	—	141	—	—	—	—	XI.
—	27	—	116	—	76	—	923	—	—	—	—	XII.
—	123	—	387	—	12	—	154	—	—	—	—	XIII.
—	133	—	410	—	3,979	—	27,038	—	3,329	—	50,393	XIV.
—	—	—	13	—	7	—	61	—	—	—	—	XV.
—	112	—	693	—	—	—	3	—	50	—	914	XVI.
—	7	—	53	—	—	—	—	—	—	—	—	XVII.
—	6	—	23	—	—	—	1	—	—	—	—	XVIII.
—	—	—	—	—	—	—	6	—	—	—	—	XIX.
—	20	—	137	—	95	—	1,711	—	394	—	11,042	XX.
—	—	—	—	—	3	—	14	—	—	—	—	XXI.
—	156	—	943	—	1,237	—	9,363	—	1,255	—	26,003	XXII.
—	6	—	53	—	6,439	—	1,165	—	340	—	7,159	XXIII.
—	—	—	2	—	—	—	2	—	—	—	—	XXIV.
—	5	—	29	—	—	—	—	—	—	—	—	XXV.
—	22	—	98	—	501	—	6,375	—	778	—	14,514	XXVI.
—	461	—	1,738	—	84	—	667	—	568	—	9,261	XXVII.
—	—	—	—	—	—	—	—	—	—	—	—	XXVIII.
—	266	—	568	—	59	—	631	—	56	—	1,141	XXIX.
—	—	—	—	—	1	—	9	—	—	—	—	XXX.
—	4	—	30	—	—	—	—	—	87	—	2,327	XXXI.
—	11	—	26	—	—	—	—	—	—	—	—	XXXII.
—	61	—	242	—	—	—	—	—	224	—	4,789	XXXIII.
—	—	—	3	—	2,970	—	33,371	—	3,598	—	68,170	XXXIV.
—	22	—	61	—	—	—	—	—	132	—	2,851	XXXV.
—	89	—	303	—	775	—	3,194	—	175	—	3,717	XXXVI.
—	1	—	5	—	—	—	—	—	—	—	—	XXXVII.
—	874	—	1,628	—	950	—	3,667	—	1,375	—	26,119	XXXVIII.
—	—	—	—	—	—	—	—	—	—	—	—	XXXIX.
—	—	—	—	—	—	—	—	—	—	—	—	XL.
—	—	—	—	—	—	—	—	—	—	—	—	XLI.
—	—	—	—	—	—	—	—	—	—	—	—	XLII.
—	—	—	—	—	—	—	—	—	532	—	4,814	XLIII.
—	—	—	—	—	—	—	—	—	439	—	5,488	XLIV.
—	—	—	—	—	—	—	—	—	—	—	—	XLV.
—	27,155	—	20,270	—	—	—	—	—	—	—	—	XLVI.
—	208	—	222	—	—	—	—	—	—	—	—	XLVII.
—	24,070	—	30,067	—	36,910	—	155,905	—	16,730	—	268,069	Total.

STATEMENT showing the QUANTITIES of the principal Articles of MERCHANDISE, &c., carried, and the RECEIPTS

IMPERIAL STATE

Classification Number	Articles.	Punjab Northern.				Indus Valley.				Rajputana-Malwa.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1883.	1884.	1883.	1884.	1883.	1884.	1883.	1884.	1883.	1884.	1883.	1884.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Animals, living (for sale) - - No.	1,082	1,350	4,973	4,952	2,882	6,301	3,620	4,719	663	731	5,175	3,364
II.	Borax - - -	—	—	—	—	16	16	479	385	—	—	—	—
III.	Canes and rattans -	—	—	—	—	—	24	2	1,002	1,016	643	9,049	5,229
IV.	Caoutchouc - -	—	—	—	—	4	3	45	67	—	—	—	—
V.	Chinese and Japanese ware.	—	—	—	—	26	16	1,133	803	—	—	—	—
VI.	Coal and coke -	14,935	8,352	47,222	14,141	98	10,301	1,404	87,513	1,347	1,801	10,585	16,157
VII.	Cotton, raw - -	579	1,120	8,493	12,359	2,211	1,105	20,176	17,404	34,496	43,891	7,75,540	8,52,105
VIII.	Cotton, manufactured.	4,699	5,047	80,919	77,124	12,036	13,258	2,31,481	2,68,507	20,906	20,769	5,55,481	5,48,994
IX.	Drugs and medicines	215	168	3,413	2,106	1,431	1,083	27,509	22,537	682	701	15,216	16,832
X.	Dyeing materials -	734	591	14,777	9,809	3,877	3,400	80,593	66,075	5,779	6,383	1,02,289	1,35,438
XI.	Earthenware and porcelain.	—	—	—	—	32	207	760	5,314	—	—	—	—
XII.	Fibrous products -	3,467	4,509	13,453	14,006	5,145	4,901	44,235	43,367	7,444	9,544	66,632	85,876
XIII.	Fruits and nuts -	3,853	4,538	91,532	79,263	7,563	8,188	1,00,407	1,15,007	11,676	13,918	1,56,817	1,75,357
XIV.	Grain and pulses -	79,844	105,229	2,15,208	2,75,971	344,166	292,023	29,02,668	22,85,664	132,750	130,712	16,59,959	14,56,047
XV.	Gums and resins -	—	—	—	—	62	24	1,193	412	1,066	987	15,162	16,036
XVI.	Hides and skins -	1,558	1,554	13,313	12,303	1,251	1,441	16,862	17,538	3,683	3,799	58,995	64,757
XVII.	Horns - - -	—	—	—	—	5	13	82	185	204	225	3,412	4,486
XVIII.	Lac - - -	—	—	—	—	101	125	2,509	2,982	276	347	3,696	4,325
XIX.	Leather - -	—	—	—	—	555	511	6,273	10,310	660	650	10,351	9,690
XX.	Liquors - - -	2,855	3,256	24,781	23,102	1,216	1,297	48,941	49,574	783	1,118	23,544	27,238
XXI.	Mats - - -	329	509	2,742	4,561	55	55	357	634	—	—	—	—
XXII.	Metals and manufactures of.	5,203	4,085	30,353	31,613	15,169	15,297	2,23,858	2,27,068	28,577	24,145	4,98,132	4,18,051
XXIII.	Oils - - -	1,810	614	9,112	5,319	2,018	2,460	40,909	46,995	2,961	3,649	44,042	69,330
XXIV.	Opium - - -	—	—	—	—	—	—	—	—	2,757	2,284	46,120	53,192
XXV.	Paints and colours -	—	—	—	—	183	273	4,670	8,500	293	327	8,305	7,875
XXVI.	Provisions - -	374	1,087	3,048	11,090	1,676	2,237	33,260	47,672	4,738	5,490	1,18,340	1,23,092
XXVII.	Salt - - - -	54,209	69,781	2,14,759	2,23,505	3,165	4,351	19,837	25,789	167,658	170,921	13,08,306	13,37,131
XXVIII.	Saltpetre, &c. - -	243	295	1,373	1,565	62	368	921	4,678	2,306	4,717	30,307	51,991
XXIX.	Seeds - -	18,640	17,938	65,784	58,530	66,591	97,185	6,76,532	10,22,119	117,605	126,181	9,72,461	11,42,144
XXX.	Silk - - -	91	149	2,513	2,924	23	39	731	1,417	75	26	2,663	835
XXXI.	Spices - - -	712	748	6,242	8,041	1,425	1,956	29,827	43,723	1,770	1,433	31,487	25,728
XXXII.	Stone and marble -	4,320	6,633	7,511	11,274	1,811	2,105	4,172	6,338	9,262	13,398	52,384	68,379
XXXIII.	Sugar - -	13,067	13,945	91,120	87,289	16,914	21,933	1,34,838	2,10,665	74,873	60,461	8,53,678	7,10,254
XXXIV.	Tea - - -	955	890	21,406	20,376	281	726	6,992	18,038	552	464	21,530	18,763
XXXV.	Tobacco - - -	583	1,052	8,058	14,297	602	753	7,999	10,788	7,656	10,514	1,51,128	2,01,804
XXXVI.	Wood - -	36,450	32,836	1,02,489	84,649	9,818	21,057	23,121	39,364	23,751	22,239	1,07,849	1,10,146
XXXVII.	Wool - -	858	1,003	8,136	8,236	7,652	7,623	1,94,437	1,94,963	3,261	2,946	80,216	71,718
XXXVIII.	All other articles of merchandise.	10,894	18,029	1,18,721	1,31,363	21,333	14,294	1,43,479	1,60,458	19,036	19,927	2,31,988	2,60,767
XXXIX.	Bark (tanning) -	—	—	—	—	13	14	95	114	—	—	—	—
XL.	Coffee - - -	—	—	—	—	9	23	269	712	—	—	—	—
XLI.	Government stores -	4,239	2,903	78,641	41,706	1,225	1,777	34,313	55,509	2,366	2,068	32,652	32,629
XLII.	Manures - -	—	—	—	—	—	493	—	3,975	—	—	—	—
XLIII.	Vegetables - -	1,290	1,452	10,284	11,781	425	1,283	4,095	11,760	—	—	—	—
XLIV.	Chunam and lime -	3,404	2,640	9,557	7,296	1,522	960	12,449	13,248	—	—	—	—
XLV.	Hay and straw and grass, &c.	226	195	964	500	99	377	23	3,384	—	—	—	—
XLVI.	Railway materials -	29,361	108,882	76,838	1,19,833	—	—	—	—	143,646	154,067	5,33,954	5,78,809
XLVII.	Revenue stores -	14,033	12,683	36,206	30,355	—	—	—	—	160,384	169,321	3,40,496	4,55,588
	Total - -	313,047	452,799	14,17,948	14,27,997	630,741	533,575	50,33,942	51,53,445	1,052,489	1,089,621	89,22,966	91,56,337

therefrom, on the several RAILWAYS for 1884, as compared with the similar results for 1883—*cont.*

RAILWAYS.								PROVINCIAL STATE RAILWAYS.								
Eastern Bengal.				Wardha Coal.				Nalhati.				Northern Bengal.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	
36	81	311	1,309	—	—	—	—	—	—	—	—	—	—	—	—	I.
4	3	33	31	—	—	—	—	—	—	—	—	—	—	—	—	II.
273	208	614	481	—	—	—	—	—	—	—	—	—	—	—	—	III.
147	74	2,624	1,352	—	—	—	—	—	—	—	—	—	—	—	—	IV.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	V.
42,722	55,047	1,20,977	1,31,225	81,329	81,428	1,71,991	1,05,207	2,154	3,877	5,948	6,377	—	—	—	—	VI.
2,347	3,589	23,71	18,725	920	762	3,091	2,413	226	203	851	748	—	—	—	—	VII.
16,838	18,552	1,75,7	1,72,101	752	695	3,345	3,144	906	783	3,296	2,981	3,415	5,750	66,494	60,990	VIII.
529	592	6,746	5,287	31	21	122	98	5	10	40	76	—	—	—	—	IX.
3,192	2,036	20,313	13,945	51	105	167	360	17	41	63	132	—	—	—	—	X.
—	—	—	—	1	—	6	1	—	—	—	—	—	—	—	—	XI.
196,962	192,374	17,27,446	15,20,440	481	475	1,552	1,530	996	227	2,042	539	72,872	55,375	5,29,271	3,94,187	XII.
581	1,238	5,262	7,532	391	487	1,581	1,942	66	41	193	143	—	—	—	—	XIII.
54,935	48,855	1,32,049	1,44,972	10,724	7,459	12,957	8,497	2,095	1,290	2,713	1,706	30,220	28,452	1,12,227	99,069	XIV.
169	130	1,937	1,347	32	35	120	297	—	—	—	—	—	—	—	—	XV.
7,081	6,546	80,003	57,703	115	141	528	619	67	66	229	248	—	—	—	—	XVI.
75	61	635	553	16	25	65	59	—	—	—	—	—	—	—	—	XVII.
153	71	1,549	703	—	—	3	3	8	7	21	16	—	—	—	—	XVIII.
273	277	4,493	3,305	2	5	9	19	—	3	—	25	—	—	—	—	XIX.
722	1,110	9,472	12,045	16	13	75	57	30	36	189	219	—	—	—	—	XX.
—	—	—	—	35	101	109	341	—	—	—	—	—	—	—	—	XXI.
3,422	10,376	62,134	49,361	262	336	907	1,642	239	189	956	765	4,060	3,449	33,861	33,655	XXII.
3,044	3,249	23,790	20,756	125	163	493	520	34	40	157	176	821	1,146	6,455	8,895	XXIII.
21	12	326	165	—	—	1	—	—	—	—	—	—	—	—	—	XXIV.
302	202	2,221	1,985	13	14	47	42	11	8	40	16	—	—	—	—	XXV.
3,152	2,921	25,242	33,519	14	23	56	79	19	7	86	40	—	—	—	—	XXVI.
38,168	38,992	1,24,252	1,28,644	4,307	4,308	10,978	10,537	658	543	835	561	20,335	22,121	68,239	68,656	XXVII.
25	11	173	73	1	1	3	4	—	—	—	—	—	—	—	—	XXVIII.
12,080	31,924	54,825	1,55,062	19,077	19,096	23,278	25,054	1,107	813	1,933	1,266	1,125	4,754	5,544	14,735	XXIX.
278	284	3,037	2,763	2	5	16	34	349	285	2,001	1,511	—	—	—	—	XXX.
909	2,063	8,538	13,035	65	49	309	234	140	116	496	362	—	—	—	—	XXXI.
182	176	1,400	903	6	3	21	13	27	28	95	88	—	—	—	—	XXXII.
10,410	19,259	39,053	50,826	166	197	527	630	269	159	522	330	470	1,170	2,866	4,353	XXXIII.
8,674	9,304	1,02,297	74,822	—	—	2	1	—	—	—	—	6,003	6,776	1,37,059	1,54,886	XXXIV.
13,963	18,174	85,172	64,429	33	32	142	137	66	50	162	103	14,009	12,539	1,71,325	93,108	XXXV.
25,672	27,444	29,157	40,388	578	396	1,427	945	67	49	166	100	—	—	—	—	XXXVI.
55	20	696	218	12	5	57	24	—	4	—	21	—	—	—	—	XXXVII.
130,297	87,252	3,84,628	2,66,959	1,131	803	3,242	2,354	1,501	2,003	3,614	4,149	82,187	97,233	2,54,397	2,88,084	XXXVIII.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXXIX.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XL.
—	—	—	—	3,537	2,760	5,571	5,538	—	—	—	—	—	—	—	—	XLI.
—	—	—	—	—	—	—	—	1	—	1	—	—	—	—	—	XLII.
1,960	—	6,400	—	—	—	—	—	274	460	557	948	—	—	—	—	XLIII.
750	—	1,967	—	—	—	—	—	68	20	91	12	—	—	—	—	XLIV.
6,088	6,439	11,752	12,161	—	—	—	—	—	—	—	—	—	—	—	—	XLV.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XLVI.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XLVII.
591,646	584,219	33,22,904	30,39,936	124,208	121,003	1,81,893	1,72,367	13,000	11,358	26,897	23,663	236,117	238,762	13,17,678	12,20,511	Total.

N.B.—Calcutta and South-eastern Railways now worked by the Eastern Bengal.

STATEMENT showing the QUANTITIES of the principal Articles of MERCHANDISE, &c., carried, and the RECEIPTS

PROVINCIAL STATE

Classification Number.	Articles.	Kaunia-Dhanla.				Tirhoot.				Cawnpore-Achnera.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.
I.	Animals, living (for sale) No.	—	—	—	—	—	—	—	—	6	—	10	—
II.	Borax	—	—	—	—	—	—	—	—	39	52	69	142
III.	Canes and rattans	—	—	—	—	—	—	—	—	1	3	2	11
IV.	Caoutchouc	—	—	—	—	—	—	—	—	40	47	76	81
V.	Chinese and Japanese ware.	—	—	—	—	—	—	—	—	—	—	3	1
VI.	Coal and coke	—	—	—	—	15,835	20,845	27,856	42,232	3,729	3,806	8,810	10,004
VII.	Cotton, raw	—	—	—	—	561	553	3,677	3,655	2,077	2,338	10,482	13,976
VIII.	Cotton, manufactured.	581	633	3,181	3,198	6,237	5,867	32,057	38,220	3,905	3,080	15,044	16,543
IX.	Drugs and medicines	—	—	—	—	63	61	449	505	159	217	378	656
X.	Dyeing materials	—	—	—	—	2,215	2,301	15,769	16,616	3,564	3,415	9,522	10,495
XI.	Earthenware and porcelain.	—	—	—	—	—	—	—	—	71	109	244	697
XII.	Fibrous products	3,430	1,280	2,225	1,056	1,190	1,291	3,384	3,875	900	1,221	1,876	2,856
XIII.	Fruits and nuts	—	—	—	—	221	180	1,185	951	488	577	1,788	2,341
XIV.	Grain and pulses	79	93	347	413	20,345	39,576	35,339	82,052	24,258	33,602	42,487	64,965
XV.	Gums and resins	—	—	—	—	—	—	—	—	433	545	589	904
XVI.	Hides and skins	—	—	—	—	3,253	3,563	9,059	11,377	377	525	1,486	2,769
XVII.	Horns	—	—	—	—	—	5	—	23	12	10	31	45
XVIII.	Lac	—	—	—	—	303	301	702	971	199	93	348	365
XIX.	Leather	—	—	—	—	—	3	—	15	73	71	332	307
XX.	Liquors	—	—	—	—	286	237	1,807	1,976	247	361	781	1,164
XXI.	Mats	—	—	—	—	—	—	—	—	—	1	—	8
XXII.	Metals and manufactures of.	—	130	—	683	2,734	3,006	10,753	17,005	6,162	5,108	21,853	22,788
XXIII.	Oils	11	23	48	133	785	756	3,077	3,121	144	321	621	1,367
XXIV.	Opium	—	—	—	—	—	—	—	—	131	209	1,277	2,626
XXV.	Paints and colours	—	—	—	—	202	57	748	249	2	9	43	39
XXVI.	Provisions	—	—	—	—	551	960	2,399	4,312	1,944	2,329	4,530	5,991
XXVII.	Salt	251	330	196	212	20,199	21,748	42,673	50,570	4,869	33,023	8,249	65,603
XXVIII.	Saltpetre, &c.	—	—	—	—	8,203	9,748	20,339	27,746	3,823	4,787	13,631	12,940
XXIX.	Seeds	85	64	474	338	25,007	24,644	56,477	61,241	9,462	16,930	16,413	50,047
XXX.	Silk	—	—	—	—	—	—	—	—	4	11	23	73
XXXI.	Spices	—	—	—	—	1,751	911	5,472	4,094	594	854	1,467	2,240
XXXII.	Stone and marble	—	—	—	—	823	226	5,266	650	945	1,697	2,307	4,389
XXXIII.	Sugar	10	59	46	315	1,574	1,478	5,021	4,899	3,024	3,035	8,144	9,760
XXXIV.	Tea	—	—	2	3	—	—	—	—	1	3	6	17
XXXV.	Tobacco	207	269	130	177	7,425	5,097	18,342	14,292	156	606	541	3,161
XXXVI.	Wood	—	—	—	—	4,787	6,581	6,638	13,903	1,160	3,103	3,825	9,387
XXXVII.	Wool	—	—	—	—	17	49	124	350	33	1,556	259	4,251
XXXVIII.	All other articles of merchandise.	1,138	1,334	5,269	7,746	58,339	35,483	97,061	1,02,165	4,013	3,252	14,172	9,146
XXXIX.	Bark (tanning)	—	—	—	—	—	—	—	—	—	—	—	—
XL.	Coffee	—	—	—	—	—	—	—	—	—	—	—	—
XLI.	Government stores	—	—	—	—	45	17	373	203	1,111	1,166	11,294	9,042
XLII.	Manures	—	—	—	—	—	—	—	—	—	—	—	—
XLIII.	Vegetables	—	—	—	—	237	88	635	231	325	865	1,026	2,583
XLIV.	Chunam and lime	—	—	—	—	3,539	1,289	5,299	3,466	339	613	1,065	1,209
XLV.	Hay and straw and grass, &c.	—	—	—	—	—	—	—	—	—	—	—	—
XLVI.	Railway materials	—	—	—	—	—	—	—	—	13,475	17,522	26,300	41,347
XLVII.	Revenue stores	—	—	—	—	—	—	—	—	3,553	3,587	2,102	6,020
	Total	5,792	4,770	11,98 8	14,300	187,316	188,216	4,09,862	5,18,386	100,313	155,815	2,33,191	3,72,744

N.B.—Information for the Bareilly-Pilibheet Railway is not available.

therefrom, on the several RAILWAYS for 1884, as compared with the similar results for 1883—*cont.*

RAILWAYS—*continued.*

Nagpur-Chhattisgarh.				Burma.				Amritsar-Pathankot.				Kokilamukh.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	
—	5	—	64	5,490	5,530	13,451	16,405	—	30	—	73	—	—	—	—	I.
1	1	3	5	—	—	2	—	—	—	—	5	—	—	—	—	II.
—	—	5	3	33	56	245	260	—	1	—	3	—	—	—	1	III.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	IV.
—	—	—	—	110	13	1,307	105	—	—	—	—	—	—	—	—	V.
6,101	6,576	17,643	15,540	10,263	509	1,732	238	—	61	—	73	—	—	—	—	VI.
258	256	3,138	2,932	14	14	165	153	—	23	—	132	—	—	—	—	VII.
2,005	2,568	23,345	21,922	973	1,251	9,551	9,305	—	114	—	616	—	2	—	14	VIII.
83	131	790	1,301	66	110	891	1,073	—	26	—	123	—	1	—	6	IX.
1,699	3,943	10,909	19,498	4,850	7,214	28,128	33,038	—	52	—	230	—	—	—	—	X.
5	5	56	47	569	521	1,687	4,306	—	162	—	197	—	—	—	1	XI.
2,440	2,314	14,783	15,103	1,289	1,714	9,689	10,497	—	250	—	525	—	—	—	—	XII.
679	1,106	3,781	6,603	2,696	3,551	24,791	25,277	—	127	—	734	—	—	—	2	XIII.
287,741	319,475	7,01,282	5,87,444	78,924	122,331	3,30,963	3,39,563	—	11,825	—	14,912	—	21	—	96	XIV.
102	437	533	2,500	21	22	196	144	—	4	—	5	—	—	—	—	XV.
635	1,211	4,243	7,453	192	261	1,706	2,359	—	57	—	175	—	—	—	—	XVI.
213	214	1,394	1,406	9	14	110	153	—	16	—	27	—	—	—	—	XVII.
371	332	2,990	2,635	4	4	57	46	—	1	—	7	—	—	—	—	XVIII.
72	212	190	477	27	45	373	427	—	7	—	32	—	—	—	—	XIX.
88	119	644	875	283	372	3,577	4,297	—	67	—	354	—	1	—	4	XX.
37	47	168	212	44	95	384	653	—	—	—	3	—	—	—	—	XXI.
1,063	1,367	5,423	7,538	1,521	1,594	8,935	10,191	—	308	—	873	—	13	—	60	XXII.
123	194	465	981	1,343	2,249	13,463	17,953	—	59	—	201	—	1	—	5	XXIII.
2	15	93	429	3	—	49	45	—	—	—	—	—	—	—	—	XXIV.
25	52	183	346	7	12	73	77	—	5	—	19	—	—	—	1	XXV.
272	275	1,266	1,269	2,748	3,781	26,386	27,006	—	178	—	491	—	4	—	19	XXVI.
14,374	14,776	68,065	72,184	894	1,766	4,987	6,659	—	1,337	—	3,230	—	6	—	21	XXVII.
3	3	16	26	—	—	—	—	—	1	—	9	—	—	—	—	XXVIII.
31,022	42,263	1,82,417	2,54,943	1,558	3,804	12,612	17,950	—	971	—	1,123	—	—	—	2	XXIX.
20	5	149	64	28	45	446	492	—	10	—	61	—	—	—	—	XXX.
100	204	682	1,397	400	368	3,933	3,213	—	21	—	54	—	—	—	1	XXXI.
17	15	138	129	26,686	24,542	43,337	39,103	—	12,032	—	10,589	—	—	—	—	XXXII.
360	615	1,980	3,627	1,272	2,007	8,538	10,229	—	2,182	—	2,845	—	1	—	5	XXXIII.
2	2	11	17	41	43	352	322	—	76	—	363	—	122	—	632	XXXIV.
202	234	885	945	596	929	5,244	6,718	—	44	—	140	—	3	—	10	XXXV.
3,142	3,439	22,818	22,906	11,981	18,739	30,490	38,437	—	1,355	—	2,832	—	2	—	9	XXXVI.
28	23	200	194	48	55	697	522	—	358	—	1,815	—	—	—	—	XXXVII.
7,321	4,726	31,615	25,006	3,074	3,575	17,434	19,046	—	435	—	2,235	—	9	—	47	XXXVIII.
—	—	—	—	10	38	82	201	—	—	—	—	—	—	—	—	XXXIX.
—	—	—	—	2	5	17	24	—	—	—	—	—	—	—	—	XL.
82,648	92,310	10,529	23,437	—	336	—	1,074	—	101	—	526	—	42	—	70	XLI.
—	—	—	—	51	80	315	418	—	—	—	—	—	—	—	—	XLII.
—	—	—	—	1,313	2,444	11,942	17,628	—	57	—	204	—	3	—	13	XLIII.
—	—	—	—	333	1,078	3,291	3,813	—	1,235	—	1,294	—	24	—	71	XLIV.
—	—	—	—	32	599	90	497	—	—	—	—	—	6	—	26	XLV.
—	—	—	—	31,901	53,441	37,901	38,807	—	—	—	—	—	—	—	—	XLVI.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XLVII.
243,252	298,556	11,13,532	11,01,394	186,763	259,673	6,45,696	7,59,319	—	33,995	—	47,127	—	261	—	1,106	Total.

STATEMENT showing the QUANTITIES of the principal Articles of MERCHANDISE, &c., carried, and the RECEIPTS

NATIVE

Classification Number.	Articles.	Bhopal-Itarsi.				Bhavnagar-Gondal.				His Highness the Gaekwar's.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.
I.	Animals, living (for sale) - - No.	—	—	—	—	—	—	593	29	5	8	11	29
II.	Borax - - -	—	—	—	—	—	1	—	—	—	—	—	—
III.	Canes and rattans -	—	—	—	—	—	—	—	—	—	—	—	—
IV.	Caoutchouc -	—	—	—	—	—	—	—	—	—	—	—	—
V.	Chinese and Japanese ware.	—	—	—	—	2	10	31	15	—	—	—	—
VI.	Coal and coke -	108	533	145	185	4,695	4,739	1,423	3,18	131	—	161	1
VII.	Cotton, raw - -	—	20	—	34	21,398	35,884	1,65,418	2,89,46	2,565	2,505	3,396	3,641
VIII.	Cotton, manufactured.	218	279	555	994	1,030	1,292	10,899	12,45	272	260	750	733
IX.	Drugs and medicines	—	5	—	14	51	9,007	611	88	6,476	7,009	13,015	14,941
X.	Dyeing materials -	—	9	—	16	393	486	3,373	3,93	—	—	—	—
XI.	Earthenware and porcelain.	—	—	—	—	3	2	55	28	—	—	—	—
XII.	Fibrous products -	—	90	—	184	901	1,387	5,438	8,13	233	237	460	472
XIII.	Fruits and nuts -	343	423	610	733	2,094	1,796	13,115	11,870	554	563	1,463	1,461
XIV.	Grain and pulses -	2,419	4,376	2,155	3,985	13,001	17,854	50,061	72,225	5,101	3,848	8,016	5,837
XV.	Gums and resins -	122	134	311	372	39	40	357	393	—	—	—	—
XVI.	Hides and skins -	109	129	171	207	189	230	1,521	1,922	17	22	49	63
XVII.	Horns - -	—	—	—	—	9	10	90	96	—	—	—	—
XVIII.	Lac - -	—	—	—	—	12	8	116	85	—	—	—	—
XIX.	Leather - -	—	—	—	—	—	—	—	—	—	—	—	—
XX.	Liquors - - -	—	17	—	53	25	24	296	275	7	6	21	16
XXI.	Mats - -	—	—	—	—	—	—	—	—	—	—	—	—
XXII.	Metals and manufactures of.	6,649	2,217	4,950	2,539	1,305	1,770	11,899	14,120	297	285	659	651
XXIII.	Oils - - -	79	111	182	266	407	1,310	3,500	9,136	22	33	58	85
XXIV.	Opium - - -	202	5	635	12	17	7	332	139	—	—	—	—
XXV.	Paints and colours -	—	—	—	—	69	53	639	532	—	—	—	—
XXVI.	Provisions - -	—	20	—	46	114	492	840	3,493	46	47	133	131
XXVII.	Salt - - -	132	377	211	567	481	2,142	1,126	4,744	2,043	1,973	3,222	3,064
XXVIII.	Saltpetre, &c. -	—	—	—	—	25	16	189	129	—	—	—	—
XXIX.	Seeds - -	186	247	84	284	5,656	4,941	27,905	23,262	3,106	3,331	4,674	5,067
XXX.	Silk - - -	—	—	—	1	1	2	32	32	—	—	—	—
XXXI.	Spices - - -	—	24	—	51	62	123	444	944	—	—	—	—
XXXII.	Stone and marble -	97	173	165	215	432	1,527	1,554	2,802	3,875	1,767	7,194	3,266
XXXIII.	Sugar - - -	728	774	1,241	1,432	1,204	1,824	6,638	10,499	425	653	777	1,167
XXXIV.	Tea - - -	—	—	—	—	3	4	40	50	—	—	—	1
XXXV.	Tobacco - -	166	183	362	482	819	494	4,139	3,091	24	19	65	50
XXXVI.	Wood - -	142	190	225	355	8,717	10,751	54,587	66,981	2,664	3,097	6,204	6,966
XXXVII.	Wool - - -	—	5	—	10	171	164	1,695	1,667	3	7	13	18
XXXVIII.	All other articles of merchandise.	900	215	1,347	1,098	1,478	1,744	15,177	19,721	2,816	2,176	6,968	6,294
XXXIX.	Bark (tanning) -	—	—	—	—	—	—	—	—	—	—	—	—
XL.	Coffee - - -	—	—	—	—	—	—	—	—	—	—	—	—
XLI.	Government stores -	—	26	—	50	—	—	—	—	—	—	—	—
XLII.	Ma - -	—	—	—	—	—	—	—	—	—	—	—	—
XLIII.	Vegetables - -	44	46	89	104	—	—	—	—	—	—	—	—
XLIV.	Chunam and lime -	—	12	—	14	—	—	—	—	186	99	224	176
XLV.	Hay and straw and grass, &c.	—	—	—	—	—	—	—	—	—	—	—	—
XLVI.	Railway materials -	—	—	—	—	—	—	—	—	—	—	—	—
XLVII.	Revenue stores -	—	—	—	—	—	—	—	—	—	—	—	—
	Total	12,664	10,630	13,438	14,363	64,684	100,199	4,13,060	5,64,127	30,668	27,942	57,512	54,19

herefrom on the several Railways for 1884, as compared with the similar results for 1883—*cont.*

STATES.	Jodhpore.				His Highness the Nizam's.				Mysore.				Rajpura-Patiala.				Classification Number.
	Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	
	9	—	8	—	—	—	—	—	80	55	470	195	—	3	—	3	I.
	18	11	46	30	—	—	737	1,314	—	—	—	—	—	—	—	1	II.
	—	—	—	—	—	—	—	—	1	—	4	2	—	46	—	46	III.
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	IV.
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	V.
	—	12	—	60	211	302	702	1,019	—	—	—	—	—	130	—	147	VI.
	2	172	7	599	268	160	1,393	1,122	234	12	1,288	38	—	—	—	—	VII.
	781	723	2,149	2,055	1,172	1,270	16,810	17,823	752	1,106	4,857	6,931	—	20	—	40	VIII.
	31	43	105	140	352	403	3,302	3,847	38	48	314	340	—	7	—	11	IX.
	354	368	984	1,002	511	369	2,941	2,352	110	170	419	679	—	13	—	25	X.
	—	—	—	—	322	376	4,522	5,110	6	18	16	69	—	—	—	—	XI.
	66	111	154	290	799	836	5,670	5,780	—	—	—	—	—	7	—	11	XII.
	339	611	1,185	1,678	2,557	2,453	22,831	21,743	827	1,602	3,580	6,771	—	17	—	29	XIII.
	671	257	1,476	822	24,745	25,029	125,053	119,238	2,999	7,468	7,707	16,207	—	413	—	387	XIV.
	76	54	285	187	144	81	1,256	705	35	16	222	96	—	1	—	2	XV.
	107	165	315	421	482	623	3,067	4,069	403	813	1,706	2,861	—	2	—	4	XVI.
	1	—	1	—					—	—	—	—	—	—	—	—	XVII.
	3	6	9	17	13	15	135	109	3	6	1	23	—	—	—	—	XVIII.
	15	11	40	51	767	754	7,790	7,798	83	98	235	268	—	—	—	1	XIX.
	4	7	51	84	318	360	4,620	5,303	145	264	975	1,663	—	1	—	4	XX.
	—	—	—	—	—	—	—	—	35	145	225	220	—	—	—	—	XXI.
	380	640	973	1,910	2,056	2,670	14,747	19,921	945	1,171	4,660	5,168	—	12	—	29	XXII.
	17	24	44	64	656	964	6,142	6,946	153	299	845	1,456	—	3	—	3	XXIII.
	70	60	240	209	7	3	154	50	—	—	—	—	—	—	—	—	XXIV.
	5	8	13	24	61	93	628	978	—	—	—	—	—	—	—	—	XXV.
	7	21	23	87	445	542	4,370	5,743	—	—	—	—	—	—	—	—	XXVI.
	159	157	396	316	16,423	18,276	65,730	74,057	2,139	2,036	6,335	5,221	—	45	—	35	XXVII.
	65	58	140	129	—	—	—	—	—	—	—	—	—	—	—	—	XXVIII.
	96	60	211	129	13,296	20,817	50,097	84,568	2,520	3,864	7,919	9,803	—	18	—	12	XXIX.
	1	—	1	—	23	9	509	247	21	32	65	150	—	—	—	—	XXX.
	36	21	138	76	1,048	1,035	6,657	6,037	268	52	1,199	243	—	12	—	13	XXXI.
	8	3	19	10	1,381	1,376	6,604	6,934	924	1,592	1,583	2,305	—	42	—	30	XXXII.
	4,415	4,879	9,469	10,270	1,078	1,329	6,883	8,904	332	570	1,306	2,146	—	82	—	87	XXXIII.
	—	—	—	—	19	20	276	289	—	—	—	—	—	—	—	—	XXXIV.
	316	402	849	1,301	313	327	2,363	2,037	142	221	426	601	—	—	—	—	XXXV.
	34	250	180	591	7,972	10,101	22,331	26,788	1,302	3,454	1,132	2,972	—	68	—	51	XXXVI.
	560	828	1,846	2,439	97	97	970	1,067	40	64	171	307	—	9	—	10	XXXVII.
	478	587	1,911	1,411	1,924	2,275	23,554	26,565	4,206	9,412	14,652	27,866	—	19	—	57	XXXVIII.
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXXIX.
	—	—	—	—	—	—	—	—	454	643	2,421	2,718	—	—	—	—	XL.
	—	—	—	—	1,521	1,218	22,658	18,464	33	2	265	30	—	—	—	—	XLI.
	—	—	—	—	—	—	—	—	92	34	164	69	—	—	—	—	XLII.
	—	—	—	—	555	771	3,854	5,394	232	717	914	2,991	—	8	—	10	XLIII.
	—	—	—	—	—	—	—	—	—	—	—	—	—	63	—	37	XLIV.
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XLV.
	1,734	12,542	962	6,456	60,272	66,635	20,417	21,171	4,017	1,808	17,027	20,033	—	—	—	—	XLVI.
	—	234	—	74	—	—	—	—	4,018	3,374	5,557	5,940	—	—	—	—	XLVII.
	10,839	23,203	24,126	32,702	142,108	161,530	459,283	510,502	27,934	41,100	88,430	127,075	—	1,033	—	1,082	Total.

SUMMARY of the PRINCIPAL ARTICLES OF MERCHANDISE, &c. carried and the RECEIPTS therefrom on the several Railways for 1884, as compared with the similar results for 1883.

Classification Number.	Articles.	Quantity.		Receipts.		Quantity.		Receipts.		Classification Number.
		1883. Tons.	1884. Tons.	1883. Rs.	1884. Rs.	Increase. Tons.	Decrease. Tons.	Increase. Rs.	Decrease. Rs.	
I.	Animals, living (for sale) No.	91,297	82,417	4,08,096	3,27,473	—	8,880	—	80,623	I.
II.	Borax	3,769	2,687	68,089	44,622	—	1,082	—	23,467	II.
III.	Canes and rattans	3,286	3,001	25,094	21,880	—	285	—	3,144	III.
IV.	Caoutchouc	214	208	2,987	2,699	—	6	—	288	IV.
V.	Chinese and Japanese ware	320	160	7,515	4,441	—	160	—	3,074	V.
VI.	Coal and coke	1,305,659	1,419,353	64,09,576	67,81,900	113,694	—	3,72,324	—	VI.
VII.	Cotton, raw	401,515	396,905	85,52,206	75,40,051	—	5,610	—	10,52,155	VII.
VIII.	Cotton, manufactured	264,773	270,697	60,41,866	59,51,969	5,924	—	—	89,897	VIII.
IX.	Drugs and medicines	40,936	43,231	4,32,210	3,50,883	2,295	—	—	81,327	IX.
X.	Dyeing materials	78,864	83,831	12,16,746	12,44,181	4,967	—	27,435	—	X.
XI.	Earthenware and porcelain	2,820	3,634	35,802	45,077	814	—	9,185	—	XI.
XII.	Fibrous products	398,605	371,166	38,94,947	33,13,188	—	27,439	—	5,81,759	XII.
XIII.	Fruits and nuts	175,551	197,619	23,52,575	26,34,979	22,068	—	2,82,404	—	XIII.
XIV.	Grain and pulses	3,748,284	3,249,247	2,84,78,269	2,23,39,589	—	499,037	—	61,38,680	XIV.
XV.	Gums and resins	16,527	16,519	3,08,922	3,16,191	—	8	7,269	—	XV.
XVI.	Hides and skins	92,631	101,239	9,73,045	10,24,816	8,608	—	51,771	—	XVI.
XVII.	Horns	2,078	2,213	3,18,591	3,19,665	135	—	1,074	—	XVII.
XVIII.	Lac	18,951	17,425	3,18,730	2,71,479	—	1,526	—	47,251	XVIII.
XIX.	Leather	9,471	9,023	1,09,861	1,04,621	—	448	—	5,240	XIX.
XX.	Liquors	33,946	37,006	5,84,511	5,90,319	3,060	—	5,808	—	XX.
XXI.	Mats	2,662	2,999	19,587	23,865	337	—	4,278	—	XXI.
XXII.	Metals and manufactures of	375,199	386,674	55,08,377	60,79,663	11,475	—	5,71,286	—	XXII.
XXIII.	Oils	62,716	84,285	8,21,190	10,07,380	21,569	—	1,86,190	—	XXIII.
XXIV.	Opium	17,771	16,198	5,19,333	4,42,587	—	1,573	—	76,746	XXIV.
XXV.	Paints and colours	4,785	5,033	79,667	84,927	248	—	5,260	—	XXV.
XXVI.	Provisions	84,084	88,772	11,06,992	10,62,311	4,108	—	—	44,681	XXVI.
XXVII.	Salt	981,092	1,057,142	62,63,518	64,49,048	75,480	—	1,80,530	—	XXVII.
XXVIII.	Saltpetre, &c.	57,021	73,999	5,14,815	6,17,457	16,378	—	1,02,642	—	XXVIII.
XXIX.	Seeds	1,464,596	1,538,743	1,36,23,591	1,33,92,993	71,147	—	—	2,35,598	XXIX.
XXX.	Silk	2,922	2,835	68,032	66,944	—	87	—	1,088	XXX.
XXXI.	Spices	33,405	32,410	4,56,417	4,26,311	—	995	—	30,106	XXXI.
XXXII.	Stone and marble	235,700	270,363	5,23,844	5,53,712	34,663	—	29,868	—	XXXII.
XXXIII.	Sugar	574,837	544,190	44,28,044	39,81,261	—	30,647	—	4,46,775	XXXIII.
XXXIV.	Tea	21,686	29,831	4,08,332	4,86,861	8,145	—	78,479	—	XXXIV.
XXXV.	Tobacco	98,933	99,430	9,63,897	9,46,658	497	—	—	17,239	XXXV.
XXXVI.	Wood	476,890	504,992	17,36,816	18,20,275	28,102	—	83,459	—	XXXVI.
XXXVII.	Wool	29,340	31,356	5,73,505	5,73,534	2,016	—	79	—	XXXVII.
XXXVIII.	All other articles of merchandise.	711,220	643,384	59,08,191	54,72,133	—	67,836	—	4,36,051	XXXVIII.
XXXIX.	Bark (tanning)	8,509	9,473	93,472	99,301	964	—	5,829	—	XXXIX.
XL.	Coffee	8,224	7,587	63,481	60,133	—	637	2,687	—	XL.
XLI.	Government stores	80,559	137,077	10,71,087	10,54,053	56,518	—	—	17,034	XLI.
XLII.	Manures	5,131	5,439	20,153	21,869	308	—	1,716	—	XLII.
XLIII.	Vegetables	62,084	65,962	5,54,084	5,57,036	3,358	—	3,002	—	XLIII.
XLIV.	Chunam and lime	64,164	56,918	2,86,243	2,47,411	—	7,246	—	38,832	XLIV.
XLV.	Hay and straw and grass, &c.	25,159	36,929	74,942	1,12,948	10,870	—	38,006	—	XLV.
XLVI.	Railway materials*	289,404	467,887	7,13,169	9,46,603	178,483	—	2,33,434	—	XLVI.
XLVII.	Revenue stores*	181,993	189,407	3,84,361	4,88,899	7,414	—	1,04,538	—	XLVII.
	Total	(a)12,601,829	12,609,829	(b)10,70,82,541	10,00,84,786	(c)8,000	—	—	(d)69,97,755	Total.

(*) The figures against these items are incomplete.
(a) Includes 41,184 tons on account of the Bengal Central Railway, not shown under any of the classified entries.
(b) Includes Rs. 15,339 for the Bengal Central Railway (see note above).
(c) Reduced by the figure referred to in note (a). Excluding items XLVI. and XLVII. this becomes a decrease of tons 177,888.
(d) Includes the amount referred to in note (b). Excluding items XLVI. and XLVII. this becomes Rs. 73,35,727.

SUMMARY.

42. The total extent of railways open for traffic in India on the 31st March 1885 is 12,004 miles, of which 6,906 miles are in the hands of companies, 4,434 miles are State lines, either Imperial or Provincial, and 664 miles belong to Native States.

43. On the same date the extent of railway mileage under construction was 3,555 miles, of which 963 miles are in the hands of companies, 2,125 miles are under construction by the State, and 467 miles by Native States.

44. The total* capital outlay on the railways and connected steamer services amounted on the 31st December 1884 to 155,450,366*l.* (at the conventional exchange of 2 shillings to the rupee), of which 105,319,144*l.* has been expended by guaranteed companies, inclusive of the cost of the East Indian Railway, which stands at 35,065,667*l.*, 42,924,898*l.*, on the State railways (Imperial and Provincial), 3,783,065*l.* on Native State lines, and 3,423,259*l.* on assisted companies' lines.

45. The gross receipts during the calendar year 1884 amounted to 16,066,225*l.*, compared with 16,389,381*l.* in 1883; the working expenses have been 8,156,157*l.*, as compared with 7,970,430*l.* The net revenue amounted to 7,910,068*l.*, of which the East Indian Railway, including the State branches worked by the Company, contributed 2,796,414*l.*, the guaranteed lines 3,397,183*l.*, the assisted companies* 7,497*l.*, the State lines (Imperial and Provincial) 1,609,156*l.*, and the lines in Native States, 114,812*l.*

46. The total net earnings on all lines in 1884 yielded a return of 5*l.* 1*s.* 9*d.* per cent. per annum, as compared with 5*l.* 13*s.* 6*d.* in 1883, or, excluding steam-boat services and suspense items, of 5*l.* 5*s.* 4*d.* as compared with 5*l.* 18*s.* 2*d.* Including steam-boat service and suspense the East Indian Railway and branches produced 7*l.* 13*s.* 7*d.* per cent., the guaranteed lines paid 4*l.* 16*s.* 9*d.* per cent., the State lines (Imperial and Provincial) yielded 3*l.* 17*s.* 5*d.* per cent., and the Native State lines 3*l.* 0*s.* 8*d.* per cent.

47. The total number of passengers carried was 73,815,119, as compared with 65,098,953 in 1883, and the receipts from the coaching traffic have amounted to 5,070,754*l.*, as compared with 4,606,905*l.*

48. The aggregate tonnage moved has amounted to 16,663,007 tons, as compared with 16,999,264 tons, and the receipts from goods traffic have amounted to 10,565,941*l.*, as compared with 11,288,861*l.*, in 1883.

Summary of principal commodities.

49. The summary on page 106 of the principal articles of merchandise carried on the chief Indian railways and the receipts therefrom, excluding railway materials and revenue stores, shows that, the receipts from these staples have diminished by Rs. 73,35,727, and the total weight moved by 177,888 tons. The main cause of the reductions in earnings was the dulness of the grain traffic, in which there was a falling off in tonnage moved of 499,037 tons, and in receipts of Rs. 61,38,680. The general traffic of the lines has, however, had, it may be hoped, only a temporary check; 27 out of the 45 items of public traffic tabulated show an increase.

---

* Exclusive of the Rohilkhand-Kumaun and Bareilly-Pilibheet Railways, for which returns have not been received.

APPENDIX A.

INDIAN RAILWAYS.

SURVEYED.

1st April 1885.

Name.	Projected Gauge.	Approximate Mileage.
	ft. in.	
Amballa-Kalka	5 6	35½
Barsi Road to Barsi	5 6	22
Bellary-Kistna (Guntur-Bezwada Section)	Metre	20
Bengal and North-western, Byramghat Branch	,,	30
Bezwada-Singareni	5 6	80
Bhopal-Jhansi-Gwalior	5 6	386
Bhopal-Ujain	Metre	110
Bilaspur-Etawah	5 6	352½
Broach-Jambusar	2 6	31
Burdwan-Kutwa	2 6	40
Godra-Ratlam	Metre	110
Gubbi-Tiptur	,,	32¾
Hindupur Extension	,,	111
His Highness the Nizam's	5 6	370
Kalka-Simla	2 0	67
Karwar-Hubli	Metre	109
Kauaia-Dhubri	,,	54
Kissengunge-Kotchandpur	2 0	19
Loodhiana-Ferozepore	5 6	77
Lucknow-Jaunpur	Metre	148
Mayaveram-Mutupet	,,	55½
Mayaveram-Tranquebar	,,	15
Mettapolliam-Coonoor	,,	12
Moradabad-Ramnagar	5 6	47
Palunpore-Hyderabad	5 6	316½
Prome-Allanmyo	Metre.	42
Ranaghhat-Bhagwangola	5 6	126
Rawalpindi-Murree	2 6	45¾
Seramau-Pilibheet	Metre	37*
Shoranur-Cochin	5 6	59
Sialkot-Jummoo	5 6	27
Surat-Nandubar	5 6	91
Tinnevelly-Quilon-Trevandrum	Metre	138
Tirupati-Madanapelle	,,	80
Vizagapatam-Raipur	,,	372
Wadhwan-Morvi	2 6	64
Warora-Chanda and Nizam's Frontier	5 6	{ 37¾ direct line. 39¼ alternative.

APPENDIX B.

UNDER SURVEY.

Name.	Projected Gauge.	Approximate Mileage.
	ft. in.	
Akola-Hingoli	Metre	80
Benares-Cuttack-Puri	5 6	652½
Bengal-Assam	Metre	736½
Bengal and North-western, Benares Branch	,,	134
Bengal and North-western, Nepalganj and Bansi Extensions.	,,	68
Challisgaon-Dhulia	5 6	38*
Chittore-Oodeypore	Metre	87*
Durbunga-Sitamarhi	,,	42
Dhorajee-Virawal (Janagad)	,,	64*
Hoshiarpur-Jullunder	5 6	26
Hurdwar-Dehra-Rajpore	Metre	40
Madanapelle-Dharmaveram	,,	88*
Mehsana-Barnagar-Wadhwan	,,	90
Sidhpur-Verumgaum	,,	60*
Vellore-Dharmacherla	,,	47*
Vellore-Villupuram	,,	75*

* These mileages have been obtained from the Railway Map.

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

1885-86

BY

COLONEL F. S. STANTON, R.E.
DIRECTOR GENERAL OF RAILWAYS

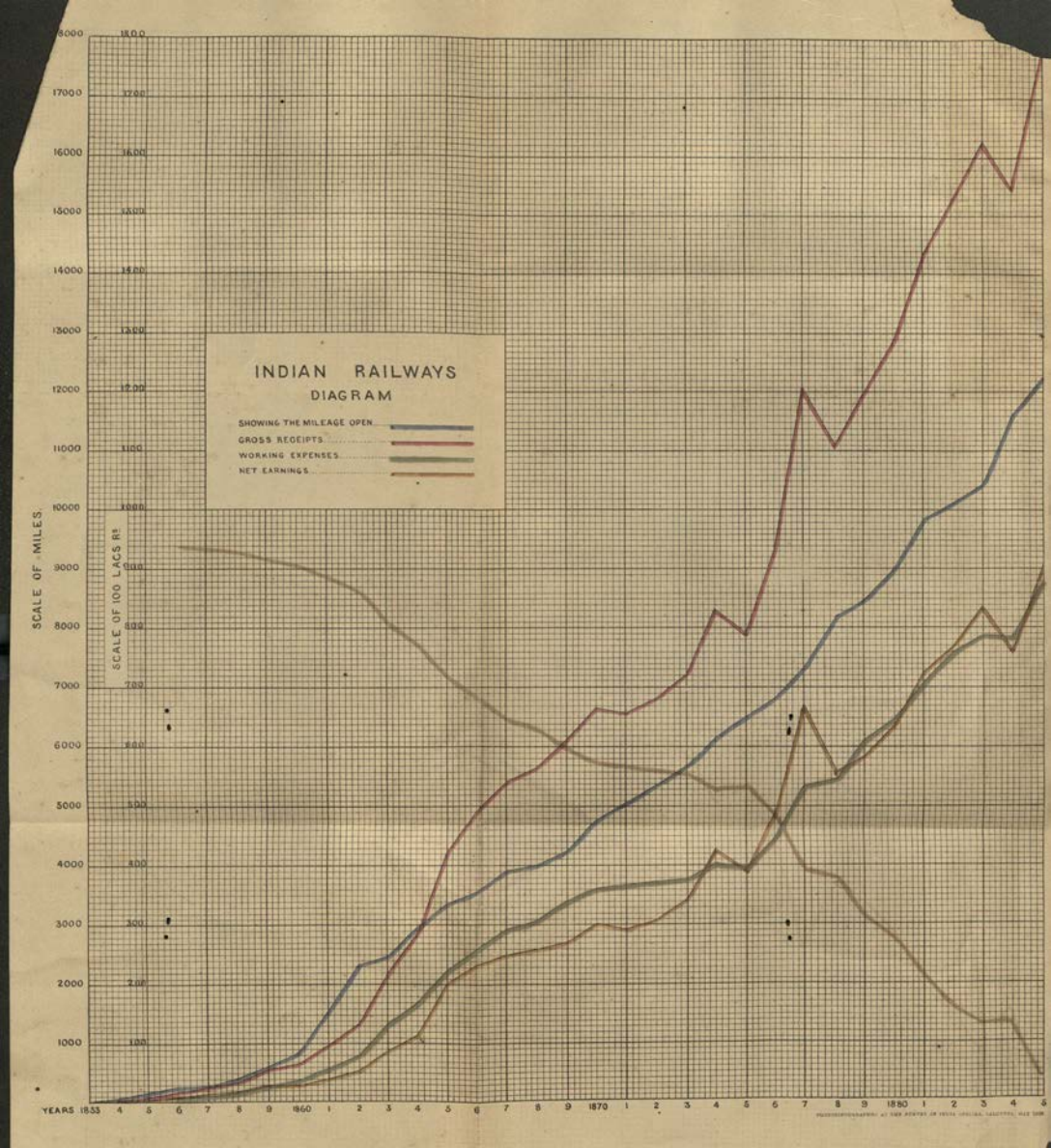
PART I.

134490

SIMLA
GOVERNMENT CENTRAL BRANCH PRESS
To be purchased from the Superintendent of Government Printing, Calcutta
1886

SIMLA
PRINTED BY THE SUPERINTENDENT, GOVERNMENT
CENTRAL BRANCH PRESS

ACCOMPANIMENT TO THE RAILWAY ADMINISTRATION REPORT FOR THE YEAR 1888-89.
MAP OF INDIA
SHEWING RAILWAYS OPEN TO TRAFFIC, UNDER CONSTRUCTION, AND UNDER SURVEY.
ON 31ST MARCH 1889.
Scale 90 Miles to 1 Inch.
RAJPUTANA AGY.
ARABIAN SEA
BAY OF BENGAL
INDIAN OCEAN
REFERENCE FOR RAILWAYS
Lines open for Traffic
Do under Construction
Do under Survey


INDIAN RAILWAYS
DIAGRAM
SHOWING THE MILEAGE OPEN
GROSS RECEIPTS
WORKING EXPENSES
NET EARNINGS
SCALE OF MILES.
SCALE OF 100 LACS Rs
YEARS 1853 4 5 6 7 8 9 1860 1 2 3 4 5 6 7 8 9 1870 1 2 3 4 5 6 7 8 9 1880 1 2 3 4 5

No. 361C.

DIRECTOR GENERAL OF RAILWAYS.

CONSTRUCTION.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

Simla, June 1, 1886.

SIR,

I have the honor to submit herewith Part I of the fourth Annual Report prepared in India for presentation to the Houses of Parliament relating to the Administration of Railways in India during 1885-86.

The net receipts for the year 1885 show an increase, as compared with those for 1884, of Rs. 1,19,66,430, and the percentage on the Capital expenditure, excluding, as is usually done, that on Steam-boat services, Suspense items, and indirect charges, gives a return equivalent to 5·84 per cent., against 5·27 per cent. in the previous year. The detailed financial results of each line will be found in the Report.

The increase in the net receipts and percentage earned is largely due to improved results obtained from the working of the Frontier Lines now forming the North-Western System. The improvement in the net receipts of the three lines—the late Sind, Punjab and Delhi, the Punjab Northern, and the Indus Valley—aggregated Rs. 51,95,109, or 43·4 per cent. of the total increase given above. While this satisfactory result was no doubt somewhat abnormal, being to a considerable extent due to the transport of Military Stores and Railway materials to the Frontier, still the details of the merchandise carried on these lines show a continued development of traffic;—excluding Government Stores and Railway materials for construction, there is an increase of 445,690 tons, or 23·2 per cent., over 1884, and the receipts from Military Services, both coaching and goods, and from the carriage of Railway materials for construction, although amounting to Rs. 34,50,632, were only 12·2 per cent. of the total receipts of the lines.

The Summary of Merchandise carried on the several Indian Railways supports the favorable view of the general traffic taken in last year's Report. The total tonnage has increased by 1,887,378 tons, or nearly 15 per cent.; and 39 out of the 47 items tabulated show increases, the most marked being that of "Grains and pulses," with a rise of 1,159,386 tons.

A comparison of the earnings for the corresponding opening periods of 1884 and 1885, with the approximate returns for 1886 printed, as last year, as an appendix to this letter, shows that the satisfactory results then noticed are, on the whole, being maintained, although the heavy traffic on the Frontier Lines has subsided, and the export trade in wheat and seeds, as compared with 1884, has been dull:

	Receipts, 1st January to 4th April.
1884	... 4,57,56,100
1885	... 4,92,23,754
1886	... 4,97,80,253

Between the 31st March 1886 and the present date 149 miles have been added to the open mileage, consisting of the following lines:—

(1) Indian Midland Railway, from Cawnpore to Chaura, 42 miles, opened on the 1st April.

(2) His Highness the Nizam's Guaranteed Railway, from Secunderabad to Warangal, 87 miles, opened on the 5th April.

(3) Assam-Behar State Railway (Tirhoot Section), from Jhanjarpur to Nirmali, 20 miles, opened for goods traffic on the 8th April; and from Jhanjarpur to Gongereria, 14 miles, for passenger traffic on the 6th May.

A graphic Diagram showing the increases in the open mileage, gross receipts, gross expenses, and net receipts, from the commencement of Indian Railway construction to the end of 1885, is published with this Report.

I have the honor to be,

SIR,

Your most obedient Servant,

F. S. STANTON, Colonel, R.E.,

Director General.

Statement showing the Total Receipts from 1st January to 3rd April 1886, as compared with two corresponding periods of 1884 and 1885.

Railways.	1st January to 5th April 1884.	1st January to 4th April 1885.	1st January to 3rd April 1886.
STATE IMPERIAL.	Rs.	Rs.	Rs.
East Indian	1,35,57,268	1,25,69,270	1,28,46,387
Rajputana-Malwa (*a*)...	42,45,044	44,25,024	44,29,392
Sindia	1,09,170	1,33,207	1,10,070
Bengal Central	68,011	1,50,380	1,39,247
Southern Mahratta	(*b*) 2,897	1,32,940	3,11,832
North Western	52,55,486	68,19,091	67,80,211
Eastern Bengal	12,00,277	15,98,997	12,18,126
Wardha Coal (*c*)	2,44,814	2,47,335	2,36,536
Cawnpore-Kálpi	...	...	(*d*) 670
Total ...	2,46,82,967	2,60,76,244	2,60,72,471
STATE PROVINCIAL.			
Patna-Gya	1,31,361	1,54,846	1,40,071
Dildárnagar-Gházipur	12,258	12,905	12,788
Bareilly-Pilibheet	...	22,361	24,805
Nalháti	20,926	20,642	22,161
Tirhoot	2,78,645	3,59,630	3,54,219
Northern Bengal	5,05,757	5,13,409	6,75,663
Kaunia-Dharlla	53,174	46,603	32,834
Dacca	...	27,189	51,418
Cawnpore-Achnera	1,61,458	2,77,472	2,95,928
Amritsar-Pathánkot	39,255	71,115	79,317
Nágpur-Chhattísgarh	4,69,067	5,15,379	5,53,114
Burma	7,03,498	7,37,272	9,41,440
Jorhát	...	4,442	7,434
Total ...	23,75,399	27,63,265	31,91,142
GUARANTEED COMPANIES.			
Madras	19,52,275	20,45,076	19,44,641
South Indian	10,59,300	11,78,939	11,48,463
Great Indian Peninsula (*e*)	99,05,022	1,11,85,038	1,09,06,620
Bombay, Baroda and Central India ...	35,14,278	33,42,655	34,94,032
Oudh and Rohilkhand	16,02,377	14,62,683	16,76,555
Total ...	1,80,33,252	1,92,14,341	1,91,70,311
ASSISTED COMPANIES.			
Bengal and North Western	(*f*) 3,610	2,85,725	4,32,080
Tárakeshwar	...	84,568	77,261
Rohilkhand-Kumaun	...	51,616	62,833
Assam	23,630	61,302	87,430
Total ...	27,240	4,83,211	6,59,604
NATIVE STATES.			
His Highness the Nizam's	2,69,949	2,57,946	2,70,294
Bhávnagar-Gondal	2,71,078	2,78,882	2,39,111
Mysore	80,497	98,780	1,02,240
Jodhpore	15,718	37,225	55,227
Rájpura-Patiála	...	13,860	19,853
Total ...	6,37,242	6,86,693	6,86,725
GRAND TOTAL ...	4,57,56,100	4,92,23,754	4,97,80,253

(*a*) Including Rewári-Ferozepore State Railway.
(*b*) From 24th March 1884.
(*c*) Includes Colliery.
(*d*) From 1st April 1886.
(*e*) Includes Dhond-Manmád, Khámgaon, Amraóti, and Bhopal-Itársi Railways.
(*f*) From 2nd April 1884.

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RAILWAYS IN INDIA.

ADMINISTRATION REPORT.

PART I.

1885-86.

CHAPTER I.

LINES OPEN AND UNDER CONSTRUCTION.

Open Mileage.

DURING 1885-86, 376¾ miles of railway were completed and opened for traffic, making on the 31st March 1886 a total of 12,376 miles open for public traffic in India. On the same date the total sanctioned mileage open and under construction was 16,143¼ miles, or an increase over that on the same date in 1885 of 575¼ miles. The more important additions to open mileage have been 101¼ miles of the Southern Mahratta from Háspet to Dhárwár, 75¼ miles of the Dacca State Railway from Dacca to Mymensing, 73 miles of the Burma State Railway from Nyaunglebin to Toungoo, and 72 miles of the Oudh and Rohilkhand between Nagína and Saháranpur completing the through line between Benares and that station.

New Sanctions.

2. Sanction has been given during the year for the construction of additional mileage to the extent of 606¼ miles, the more important of the sanctions being 382¾ miles of the Indian Midland Railway Company's system; the Bolan temporary railway from Pir Chowki to the top of the pass, 58 miles; the extension of the Sind-Pishin to the foot of the Amran range and to the Bolan Kotul, about 50 miles; the branch of the Bengal and North Western to Uska Bazar, 39¼ miles; and the Pachpadra branch of the Jodhpore State Railway, 59¾ miles.

3. The tables on the following pages give a complete list of the additions to open mileage in 1885-86, and show in detail the lengths of line sanctioned and open for traffic at the end of March 1886.

Additions to open mileage from 1st April 1885 to 31st March 1886.

Railway and Section.	Length in miles.	Date of opening.	Remarks.
STATE IMPERIAL.			
EAST INDIAN—			
Bankipore to Digha Ghât ...	5·50	2nd May 1885.	
SOUTHERN MAHRATTA—			
Háspet to Dhárwár ...	101·25	1st July 1885.	
FEROZEPORE TRAMWAY—			
Ganda Singh Bandar to Ferozepore.	7·50	21st April 1885...	Temporary 2′ gauge line.
Total State Imperial ...	114·25		
STATE PROVINCIAL.			
DACCA—			
Dacca to Mymensing ...	75·25	1st August 1885	For goods traffic.
		18th Feb. 1886	„ passenger traffic.
CAWNPORE-ACHNERA—			
Mandhana to Bithur ...	4·75	10th Nov. 1885.	
BURMA—			
Nyaunglebin to Toungoo ...	73·00	1st July 1885.	
Total State Provincial ...	153·00		
GUARANTEED COMPANIES.			
OUDH AND ROHILKHAND—			
Nagína to Najíbabad ...	13·86	1st April 1885.	
Najíbabad to Saháranpur ...	58·25	1st January 1886.	
Lhaksar (Junction) to left bank of the Ganges near Jawálapur.	13·50	Ditto.	
Total Guaranteed ...	85·61		
NATIVE STATES.			
WADHWÁN-MORVI—			
Wadhwán to Dholia ...	24·00	11th March 1886.	
Total Native States ...	24·00		
GRAND TOTAL ...	376·86		

Statement showing lengths of Lines sanctioned and open for traffic on the 31st March 1886.

Railways.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1884-85.	Sanctioned during the year 1885-86.	Length of line sanctioned at the end of 1885-86.	Length opened during 1885-86.	Total length open on 31st March 1886.	Length laid with double line.	Length remaining to be finished.
STATE IMPERIAL.									
East Indian	15th August 1854	5′ 6″	1,518	...	(a) 1,518½	5½	1,514½	469½	4
Rajputana-Malwa ...	1st July 1873 ...	3′ 3½″	1,413½	...	1,413½	...	1,413½	1¼	...
Pátri	12th May 1873 ...	5′ 6″	22½	...	22½	...	22½	...	...
Sindia	10th January 1878	5′ 6″	74⅜	...	74⅜	...	74⅜	...	...
Dhond-Manmád	15th March 1878...	5′ 6″	145⅜	...	145⅜	...	145⅜	...	...
Southern Mahratta ...	24th March 1884...	3′ 3½″	718½	...	718½	101½	315½	...	403½
Indian Midland (including Jhansi-Mánikpur and Cawnpore-Kálpi)	...	5′ 6″	226	382⅜	(a) 610	...	...	...	610
Total in the hands of Companies	...	...	4,119	382⅜	4,503½	106⅜	3,486½	470⅜	1,017¼
North Western	13th May 1861 ...	...	...	...	(a)1,791⅜	7½	1,791⅜	2½	...
Eastern Bengal	2nd January 1862	5′ 6″	234½	...	(a) 234⅜	...	234⅜	...	...
Wardha Coal	1st February 1874	5′ 6″	46½	...	46½	...	46½	...	...
Punjab Northern ...	12th April 1875 ...	5′ 6″	37½	Now forms a part of the North Western.					
Indus Valley	1st July 1878 ...	5′ 6″	501	Now forms a part of the North Western.					
Sind-Sagar, Eastern Section ...	1st January 1880...	5′ 6″ & 3′ 3⅜″	71⅜	Now forms a part of the North Western.					
Sind-Pishin, Northern Section...	...	5′ 6″	165	50	215	...	...	...	215
Ditto, Southern Section...	1st July 1880 ...	5′ 6″	152	Now forms a part of the North Western.					
Ganda Singh-Ferozepore Tramway	21st April 1885 ...	2′ 0″	7½	Now forms a part of the North Western.					
Ferozepore Bridge Works and approaches	...	...	7½	...	7½	...	...	...	7½
Bellary-Kistna	...	3′ 3½″	278	...	278	...	...	...	278
Cuddapah-Nellore ...	...	3′ 3½″	83	...	83	...	...	...	83
Nágpur-Bengal	...	5′ 6″	479½	...	479½	...	...	...	479½
Bilaspur-Etáwa	...	5′ 6″	37	...	37	...	...	...	37
Sind-Sagar	...	5′ 6″	313	16½	(d) 338	...	...	...	338
Bolan (Temporary) ...	...	(b)5′ 6″ / 3′ 3½″	...	58	(a)58	...	...	...	58
Total in the hands of the State	...	...	(c) 2,750½	124½	3,568⅜	7½	2,073	2½	1,495½
STATE PROVINCIAL.									
Bengal—									
Patna-Gya	21st April 1879 ...	5′ 6″	57	...	57	...	57	...	...
North Western Provinces and Oudh—									
Dildárnagar-Gházipur ...	5th October 1880...	5′ 6″	12	...	12	...	12	...	...
Bareilly-Pilibheet ...	12th October 1884	3′ 3½″	36	...	36	...	36	...	...
Total in the hands of Companies	...	...	105	...	105	...	105	...	...

(a) Correction of mileage.
(b) Ghát portion, Hirok to Kotul, 10 miles metre gauge.
(c) The Ganda Singh-Ferozepore Tramway was not entered in the Report for 1884-85.

Statement showing lengths of Lines sanctioned & open for traffic on the 31st March 1886—contd.

Railways.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1884-85.	Sanctioned during the year 1885-86.	Length of line sanctioned at the end of 1885-86.	Length opened during 1885-86.	Total length open on 31st March 1886.	Length laid with double line.	Length remaining to be finished.
STATE PROVINCIAL—*contd.*									
BENGAL—									
NALHÁTI	21st Dec. 1863 ...	4′ 0″	27¼	...	27¼	...	27¼	...	...
TIRHOOT	1st Nov. 1875 ...	3′ 3⅜″	274	...	(*a*) 273	...	226	...	47
NORTHERN BENGAL ...	28th Aug. 1877 ...	3′ 3⅜″	249	...	249	...	249	...	...
KAUNIA-DHARLLA ...	18th July 1881 ...	2′ 6″	38½	...	(*a*) 37	...	37	...	...
DACCA	4th Jan. 1885 ...	3′ 3⅜″	85½	...	85½	75¼	85½	...	...
ASSAM-BEHAR... ...	...	3′ 3⅜″	155½	...	155½	...	...	...	155½
NORTH WESTERN PROVINCES AND OUDH—									
CAWNPORE-ACHNERA ...	19th Oct. 1875 ...	3′ 3⅜″	254½	...	(*a*) 253½	4¾	253¼	...	...
LUCKNOW-SITAPUR SIHRÁMAU	...	3′ 3⅜″	124	...	124	...	...	...	124
PUNJAB—									
AMRITSAR-PATHÁNKOT ...	1st Jan. 1884 ...	5′ 6″	65	...	65	...	65	...	...
CENTRAL PROVINCES—									
NÁGPUR-CHHATTÍSGARH ...	6th April 1880 ...	3′ 3⅜″	149	...	149	...	149	...	...
BRITISH BURMA—									
BURMA	2nd May 1877 ...	3′ 3⅜″	369	...	369	73	327	...	42
ASSAM—									
JORHÁT	5th Dec. 1881 ...	2′ 0″	32½	...	(*a*) 31½	...	29½	...	2½
CHERRA POONJEE MOUNTAIN	...	2′ 6″	7½	...	7½	...	...	...	7½
Total in the hands of the State...	...	...	1,831	...	1,826½	153	1,448½	...	378½
GUARANTEED COMPANIES									
MADRAS—									
MADRAS	1st July 1856 ...	5′ 6″	869¾	...	869¾	...	860¾	42½	9
SOUTH INDIAN	15th July 1861 ...	3′ 3⅜″	654½	...	654½	...	654½	...	...
BOMBAY—									
GREAT INDIAN PENINSULA ...	18th April 1853 ...	5′ 6″	1,288	...	1,288	...	1,288	324½	...
BOMBAY BARODA AND CENTRAL INDIA.	10th Feb. 1860 ...	5′ 6″	438½	...	438½	...	438½	42	...
NORTH WESTERN PROVINCES—									
OUDH AND ROHILKHAND ...	23rd April 1867 ...	5′ 6″	742	...	742	5½	680½	...	61½
PUNJAB—									
SIND, PUNJAB AND DELHI ...	13th May 1861 ...	5′ 6″	691	Acquired by Government, and now forms a part of the North Western.					
Total ...	...	...	4,683½	...	3,992½	85½	3,922½	408½	70½

(*a*) Correction of mileage.

Statement showing lengths of Lines sanctioned & open for traffic on the 31st March 1886—contd.

Railways.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1884-85.	Sanctioned during the year 1885-86.	Length of line sanctioned at the end of 1885-86.	Length opened during 1885-86.	Total length open on 31st March 1886.	Length laid with double line.	Length remaining to be finished.
ASSISTED COMPANIES.									
BENGAL—									
DARJEELING-HIMALAYAN ...	23rd August 1880	2′ 0″	51	...	51	...	51	...	...
BENGAL CENTRAL ...	16th October 1882	5′ 6″	125½	...	125½	...	125½	...	...
DEOGHUR	23rd Dec. 1882 ...	3′ 3⅜″	5¼	...	(*a*) 4	...	4	...	...
BENGAL AND NORTH WESTERN	2nd April 1884 ...	3′ 3⅜″	505½	(*b*) 39½	(*c*) 510¾	...	303	...	207¾
TÁRAKESHWAR	1st Jan. 1885 ...	5′ 6″	22	...	22	...	22	...	...
BURDWAN-KUTWA ...	...	2′ 6″	40	...	40	...	...	...	40
NORTH WESTERN PROVINCES—									
ROHILKHAND-KUMAUN ...	12th October 1884	3′ 3⅜″	54½	...	54½	...	54½	...	...
BURMA—									
THATÔN-DUYINZAIK ...	11th February 1885	2′ 6″	8	...	8	...	8	...	...
ASSAM—									
ASSAM	16th July 1883 ...	3′ 3⅜″	77½	...	77½	...	77½	...	...
Total ...	...	...	889½	39½	893¼	...	645½	...	247¾
OTHER COMPANIES.									
MADRAS—									
PONDICHERRY	16th Dec. 1879 ...	3′ 3⅜″	7¾	...	7¾	...	7¾	...	...
BOMBAY—									
WEST OF INDIA PORTUGUESE	...	3′ 3⅜″	51	...	51	...	...	...	51
Total ...	...	...	58¾	...	58¾	...	7¾	...	51
NATIVE STATES.									
KHÁMGAON	4th March 1870 ...	5′ 6″	8	...	8	...	8	...	...
AMRAÓTI	16th Feb. 1871 ...	5′ 6″	6	...	6	...	6	...	...
BHOPAL-ITÁRSI	1st June 1872 ...	5′ 6″	57	...	57	...	57	...	...
HIS HIGHNESS THE NIZAM'S	9th October 1874	5′ 6″	491	...	491	...	121	...	370
HIS HIGHNESS THE GAEKWAR'S	8th April 1878 ...	2′ 6″	58¾	...	58¾	...	58¾	...	...
Total ...	...	...	620¾	...	620¾	...	250¾	...	370
BHÁVNAGAR-GONDAL ...	20th Dec. 1880 ...	3′ 3⅜″	193	....	193	...	193	...	...
MYSORE	1st Feb. 1881 ...	3′ 3⅜″	173	...	173	...	140	...	33
JODHPORE	24th June 1882 ...	3′ 3⅜″	64	59¾	123¾	...	64	...	59¾
RÁJPURA-PATIÁLA ...	1st Nov. 1884 ...	5′ 6″	16	...	16	...	16	...	...
WADHWÁN-MORVI ...	...	2′ 6″	64	...	(*c*) 68	24	24	...	44
Total ...	...	...	510	59¾	573¾	24	437	...	136¾

(*a*) Rohini Branch, 1½ miles, closed.
(*b*) Uska Branch in substitution of branch to Bansi (36 miles) abandoned.
(*c*) Correction in mileage.

Statement showing lengths of Lines sanctioned & open for traffic on the 31st March 1886—concld.

Railways.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1884-85.	Sanctioned during the year 1885-86.	Length of line sanctioned at the end of 1885-86.	Length opened during 1885-86.	Total length open on 31st March 1886.	Length laid with double line.	Length remaining to be finished.
				SUMMARY.					
STATE IMPERIAL—									
In the hands of Companies...	...	...	4,119	382½	4,503½	106¾	3,486¼	470½	1,017¼
In the hands of the State ...	...	...	2,750½	124½	3,568¾	7½	2,073	2½	1,495¼
STATE PROVINCIAL—									
In the hands of Companies...	...	...	105	...	105	...	105	...	...
In the hands of the State ...	...	...	1,831	...	1,826¾	153	1,448½	...	378½
GUARANTEED COMPANIES ...	...	...	4,683½	...	3,992¼	85½	3,922½	408¾	70¼
ASSISTED COMPANIES ...	...	...	889½	39½	893¼	...	645½	...	247¾
OTHER COMPANIES ...	...	...	58¾	...	58¾	...	7¾	...	51
NATIVE STATES—									
In the hands of Companies...	...	...	620¾	...	620¾	...	250¾	...	370
In the hands of the State ...	...	...	510	59½	573½	24	437	...	136¾
Total ...	...	...	(*a*)15,568	606¼	(*b*)16,143½	376¾	12,376	882	3,767¼

(*a*) The Ganda Singh-Ferozepore Tramway was omitted from the Report for 1884-85.

	Miles.	Miles.
(*b*) Length sanctioned at the end of 1884-85		15,568
Add—		
Mileage sanctioned during 1885-86	606¼	
Difference due to alterations in mileage	5	611¼
		16,179¼
Deduct—		
Mileage of Gorakhpur-Bansi Branch, Bengal and North Western Railway, abandoned		36
Net total length sanctioned at the end of 1885-86		16,143¼

CHAPTER II.

WORKS IN PROGRESS.

1. The marked feature of railway construction in India at present is the number of important large bridges which are in progress.

The East Indian Railway Company is building a bridge over the river Hooghly near Calcutta which consists of a central span of 120 feet and two side spans of 540 feet each.

The Oudh and Rohilkhand Railway Company is building two bridges over the river Ganges at Benares and Bálawala, the former consists of 7 spans of 356 feet and 9 spans of 114 feet; the bridge at Bálawala of 11 spans of 256 feet.

On the Tirhoot Railway a bridge over the river Gunduck is being built to connect the Bengal and North Western Railway with the Tirhoot system, consisting of 8 spans of 250 feet.

On the Indian Midland Railway a bridge over the river Jumna at Kálpi is in progress, consisting of 10 spans of 250 feet.

On the Sind-Sagar Railway a bridge over the river Jhelum is under construction, consisting of 17 spans of 150 feet.

On the Ferozepore Branch a bridge is being built over the river Sutlej, consisting of 27 spans of 150 feet.

Lastly there is the bridge over the river Indus at Sukkur now awaiting the arrival of the iron work for the large span of 790 feet with which the main channel of the river between Rohri and Bukkur island is to be spanned.

2. Taking the Railways in the order in which they are enumerated in Chapter I, the following paragraphs briefly describe the chief works or surveys in progress on, or in connection with, the several lines.

EAST INDIAN.

Hooghly Bridge Works.

3. The river piers of the Hooghly Bridge have been built up to their full height and the standards all erected ready for building the cantilever girders over them. The girder material for the Hooghly shore span has arrived, and the girders may be complete and ready for launching in October 1886. The materials for the cantilevers and Naihati shore span are expected shortly, and it is hoped that the erection of the central cantilevers will be completed by the end of 1886, and that both the shore spans will be ready for launching by January 1887. Owing, however, to the late arrival of the ironwork, the final completion of the bridge is not probable before the end of March 1887.

RAJPUTANA-MALWA.

4. On the Rajputana-Malwa the new station at Ajmere has been nearly finished. Preparations for the substitution of new girders at the high viaduct over the Choral river on the Mhow Ghât were commenced, and the works of the Rewári-Ferozepore Railway and the Fázilka Branch completed.

The Baroda State is about to undertake the construction of a short length of 20 miles of metre gauge railway to connect the town of Vadnagar with the Rajputana line at Mehsána, alluded to in last year's report. The line is to be constructed and worked by the Agency of the Bombay, Baroda, and Central India Railway Company.

Preliminary plans and estimates have been prepared for making this connection. It was originally proposed to make a metre gauge line from Mehsána on the Rajputana-Malwa Railway to Viramgam on the Bombay, Baroda, and Central India Railway, a third rail being inserted between Viramgam, and Wadhwán, the junction between the Bhávnagar-Gondal and Bombay, Baroda, and Central India Railway systems. The Government of India, however, suggested the examination of an alternative line starting from Siddhpur on the Rajputana-Malwa Railway, passing through Pátri and joining the Bhávnagar-Gondal at Wadhwán, thus avoiding the broad gauge system altogether, tapping the Khárághoda Salt-works directly, effecting a saving of some 55 miles on the traffic towards Rajputana and avoiding transhipment at Viramgam. The estimates and plans are at present before the Government of India with an offer made by the Thakor Saheb of Bhávnagar for the construction of the Viramgam line.

Metre gauge connection between the Rajputana-Malwa and the Bhavnagar-Gondal.

SOUTHERN MAHRATTA.

5. The section between Háspet and Dhárwár was opened for public traffic in July 1885. From Dhárwár to Londa, the junction of the Belgaum Branch, will be ready in a few months, and it is expected that the section between Londa and the Frontier will be finished about the same time as the Ghât portion of the West of India Portuguese Railway, that is in the early part of 1888. The Belgaum Branch, 32 miles, is nearly completed. Very satisfactory progress has been made on the West Deccan from Poona to Belgaum: of this length, of 244 miles, it is expected that 159 miles will be opened for traffic during 1886. The anticipation of last year's report that the section from Poona to Miraj would be opened on the 1st January 1886 has not been realized, the work in tunnels and cuttings turning out more difficult than was expected. The Southern Extension from Hubli to Ranibennur, 67 miles, will be ready by June next. The work of locating the section of the Southern Extension from Ranibennur to Harihar has been completed.

It having been agreed between the Secretary of State, acting for the Mysore Government, and the Southern Mahratta Railway Company, that the latter should take over the existing Mysore State Railway and connect it with the Southern Mahratta Railway system at Harihar, a small survey party was despatched in February to examine the location of the line from Harihar to Gubbi which had been determined by the Mysore Railway officers. The distance is about 157 miles.

The Bellary-Guntakal Section of the Madras Railway as well as the Mysore State Railway are in process of transfer to the Southern Mahratta Railway Company.

INDIAN MIDLAND.

6. The Indian Midland, as at present sanctioned for construction under a contract with the Secretary of State signed in October 1885, consists of the undermentioned lines—

			Miles.
Main line—	Bhopal to Cawnpore		320
Branches—	Jhansi to Gwalior		60¼
	Jhansi to Mánikpur		182½
	Etáwa to Saugor		47½
	Total ...		610

In the Main Line, Bhopal to Cawnpore, is included the Cawnpore-Kálpi Section, which, as well as the Jhansi-Mánikpur Branch, appeared as separate lines in last year's report.

The state of the work on the various sections is as follows.

Main Line—Bhopal to Jhansi Section, 180 miles.

The surveys and estimates for the 30 miles from Bhopal to Bhilsa were made by the Company's Engineers in 1885, and the work has been let to Contractors, who commenced operations in February 1886 and are making good progress

with the earthwork. From Bhilsa to Lalitpore, 90 miles, the survey is in hand. From Lalitpore to Jhansi, 60 miles, the surveys made by Government officers have been handed over to the Company's officers by whom the estimates are being prepared.

Main Line—Jhansi to Kálpi Section, 95 miles.

The works on this section have been only just commenced; they are, however, extremely light, and will certainly be completed before the Jumna Bridge at Kálpi. The construction is being carried out for the Company by the Engineers of the North West Provinces Government.

Main Line—Kálpi Bridge.

The well-sinking for the foundations of this bridge has made good progress during the year. The following table gives the well-sinking at each pier to end of March:

Pier.	Depth of sinking below low water level of each curb.	Remarks.
	Feet.	
No. 1 abutment pier	A. well 9	These wells will only be sunk 64 feet below low water.
	B. „ 12	
No. 2 Pier	A. „ 46	
	B. „ 40	
No. 3 „	A. „ 75	
	B. „ 58	
No. 4 „	A. „ 90	5 feet superstructure has been built.
	B. „ 90	
No. 5 „	A. „ 42	
	B. „ 37	
No. 6 „	A. „ 34	
	B. „ 47	
No. 7 „	A. „ 29	
	B. „ 24	
No. 8 „	A. „ 80	
	B. „ 61	
No. 9 „	A. „ 88	
	B. „ 79	
No. 10 „	A. „ 86	
	B. „ 93	
No. 11 abutment	.....	The 6 small wells upon which this abutment is to be founded have only just been commenced as they have only to be sunk 25 feet.

With the exception of 5, 6 and 7 piers the well-sinking will probably be finished during the present working season, and there is a fair prospect of completing the bridge before the rainy season of 1887.

Main Line—Cawnpore to Kálpi Section, 45 miles.

The portion of this Section from Chaura, on the left bank of the Jumna, to Cawnpore, a distance of 42 miles, was opened for traffic on the 1st April 1886. The works are practically complete, except the fencing, the material for which has been ordered from England but has not yet arrived. The permanent-way is of the latest East Indian Railway type, *viz.*, 74 lbs. steel double headed rails laid on Denham-Olphert's sleepers and fished with the new pattern six-bolt plates. The bridging is light, the two larger bridges being those over the Rind and Singah rivers each of 2 spans of 40 feet and 3 of 60 feet.

Jhansi-Gwalior Branch, 60¼ miles.

The plans and complete estimates of the Jhansi-Gwalior Section, 60¼ miles, have just been submitted and tenders for its construction are being advertised for. There are numerous heavy banks and rock cuttings in this length, and the bridge work is also heavy, the bridge over the Sind river with 10 spans of 100 feet being the most important.

Jhansi-Mánikpur Branch, 182¼ miles.

This Section was partly constructed by Government officers, but has now been handed over to the Company. The chief rivers to be crossed and the state of the works are as follows :—

The Betwa 13 spans of 150 feet, masonry half finished.
„ Dhasan 13 „ 100 feet, „ one-third finished.
„ Kane 1 of 250 feet and 12 of 100 feet, masonry one quarter finished.
„ Bagain 8 spans of 100 feet, masonry one-third finished.

Etáwa-Saugor Branch, 47¼ miles.

The Surveys and Estimates for this Section have been prepared by Government officers, but construction has not yet been started.

NORTH WESTERN.

7. On the 1st January 1886, the three Railways formerly known as the Sind, Punjab and Delhi Railway, the Indus Valley State Railway, and the Punjab Northern State Railway were amalgamated into one system called the North Western Railway.

Late Sind, Punjab and Delhi.

At Kiamári, the extension of the wharf was completed, and steam cranes have been erected on it by the Harbour Board. Additional sidings and platforms for the use of troops and the Commissariat Department have also been provided. At Saháránpur, Amritsar, and Ráewind, extensions of the junction arrangements for the Oudh and Rohilkhand Railway, for the Amritsar-Pathánkot Railway, and for the Ferozepore branch respectively, were in progress.

New crossing stations have been completed at Rashída, and Hamíra, and begun at Talamba Road, Yusafwála, and Pattoki.

Ganda Singh-Ferozepore Tramway.

A temporary 2-feet gauge tramway has been opened between Ganda Singh Bandar and Ferozepore. The bridge of boats at Ferozepore was taken over from the Punjab Government under a special agreement, and the tramway commenced running over it on the 21st April 1885. During the flood season the river is crossed by a steamer, but throughout the remainder of the year the traffic is carried over the bridge of boats, and has been maintained with very temporary interruptions. The cost of the tramway has been debited to the Ferozepore Bridge Works, and it will be removed on completion of this bridge.

No work of any importance has been commenced during the year. The Indus bridge at Sukkur is precisely in the same condition as it was this time last year, but some of the ironwork for the large span and some of the timber required for its erection are shortly expected from England. Five additional crossing stations on the Ruk-Rindli section of the Railway have been arranged for and are ready to be brought into use when required.

Late Indus Valley.

The conversion of the Salt Branch between Lála Mûsa and Malakwál from metre to broad gauge (with the exception of the fencing and portion of the ballasting) was completed on 10th February 1886. A re-survey of the line from Jhelum to Ráwalpindi, with a view to reducing the present heavy gradients, has been put in hand. The substitution of iron rolled joists for the teak longitudinals, and the relaying with 62 lbs. steel rails, on transverse wooden sleepers, on 40 spans of the Chenab bridge, has been completed. The removal of some more of the spans on the south side of this bridge as soon as the training works have been completed is contemplated.

Late Punjab Northern.

EASTERN BENGAL.

8. The doubling of the line to Naihati was practically completed during the year, and goods trains have been run on the new line between Shámnagar and Dum-Dum since the commencement of 1886. The double line will be opened for passenger traffic early in 1886-87.

The Branch to the Kidderpore Docks was commenced, and the earthwork nearly finished, but want of funds prevented active progress on the project.

The alterations at Siáldah Station were practically completed, and the station is now well adapted to meet the requirements of the public and of the Railway; the remodelling of the yard and the fitting of interlocking points are still in progress. A great improvement was effected in the lighting of the station and approaches.

The engine-shed at Narculdanga was enlarged and improved and the additions to the Kánchrapára workshops have made considerable progress. They are expected to be finished in 1886-87.

The necessary remodelling of the Chitpore yard is still under consideration.

SIND-PISHIN.

9. The following extracts from an unofficial report by the Engineer-in-Chief detail the works executed in the several Divisions up to February last, and give some idea of the difficulties encountered. At the end of March the girder erection had been completed up to the Kuchali Bridge, mile 30. The platelaying to Zindag-i-ab, mile 33, and the Kuchali tunnel had been lined throughout and finished. Heavy floods, as at the same time last year, somewhat delayed work, but on the 9th April I was able to travel by train from Nari for 30 miles, passing over only two diversions, the train crossing all the Nari bridges and those over the Zindag-i-ab.

"We have made some temporary workshops and a storeyard at Quetta. The earthwork between Quetta and Gurkhai is practically completed throughout. It has turned out a heavier job than I expected, being a continuous bank, averaging 5 to 6 feet high for nearly 33 miles, a tiresome piece of work.

Quetta Division.

"From Bostan towards Shebo, the first two miles are very heavy banks; in one case 35 feet high, and about 12 chains long. Beyond these two miles the earthwork is lighter; and the earthwork is going on now for about 10 miles beyond Bostan. I think it very possible the whole earthwork of the 21 miles between Bostan and Shebo (Saiad Ahmed ?) may be completed by the 1st April.

"The masonry of the bridges between Quetta and Bostan is nearly completed. The heaviest bridge is the one over the Quetta Lora (1 span of 120 feet and 2 spans of 40 feet) with good high piers. This masonry, however, is quite finished, and practically if the Bolan Railway had reached Quetta, we would be now quite ready for platelaying right up to Bostan. Of course we cannot get girders or permanent-way till the engine reaches Quetta; but we are practically ready for them as far as Bostan.

"Between Bostan and Gurkhai there are a number of 20-feet culverts many of them in progress; but there is really nothing to stop the rails from Quetta when they do come.

"The ballast (broken stone) has been collected for considerable part (say $\frac{3}{4}$ths) of the distance between Quetta and Gurkhai.

"The tunnel, 125 feet long, through the limestone spur at Balalee (8 miles out of Quetta) is practically completed; as also the limestone cuttings right and left of the tunnel.

"There has been a great deal of brick burning; and a number of bricks (about 6 lacs altogether) have been made and burnt, and we are in full swing for going ahead with brick burning when the snow allows it.

"During summer and autumn we could scarcely get any labour at all on this division. However, the 32nd Pioneers commenced and completed some very heavy rock cuttings near the Gurkhai end; and since winter we got some Pathan labour (about 3,000 men), which I hope will complete all the earthwork on the division, except the enormous cutting at Mud Gorge. This cutting is very troublesome and dangerous; and I think will be the last work finished on the whole line. We are doing our best to push it, but I expect that when done we shall have to make a tunnel through it and cover it up again, as the sides will not stand well enough for safe running. It is a gruesome piece of work.

Kach Division.

"The big 120-feet bank near Mud Gorge is getting on very well and will not delay us, though it is a slow job.

"I have not been able to finish the masonry on this division (according to order), but the high level bridge, some three miles south of Kach (1 span of 150 feet 4 spans of 40 feet), has about one-third of its masonry finished. This bridge has been stopped by frost.

"Beyond this no masonry has been built, but a good deal of stone has been collected, &c.

"The earthwork of the 6 miles above Mangi is practically all finished. The bridge work has not been pushed, but there is no very heavy work, except the bridge at Mangi itself (2 spans 100 feet and 1 span of 150 feet) for which stone has been collected.

Mangi Division.

"The tunnels and karezes of the Chupper Rift will, I hope, be completely opened out to full size from end to end about the 1st April, perhaps earlier. We have managed to keep about 3,500 men on them throughout the winter.

"The earthwork (cuttings) in the belly of the rift have been finished several times, but constantly slip in. We shall have to have them secured by tunnels built up first and then covered in.

"The two main masonry piers of the high level bridge over the chasm at Chupper have been commenced and built up about 8 feet and the foundations of piers for 40 feet spans cut out of the rock. Frost has, however, stopped this bridge, as also the high viaduct at the end of the Karez, where the masonry piers are about 12 and 15 feet high. They will be started again about 1st March.

"From the lower Karez of the Chupper Rift to within 5 miles of Sharigh the earthwork is practically completed, except a great 82 feet cutting near the lower Karez, which is very troublesome and constantly slipping.

"The majority of the bridges and culverts from Dargai to within 5 miles of Sharigh have either been commenced, completed, or are well in hand. They have been stopped by frost. Two major bridges, however, one of 4 spans of 100 feet near Kost, and one of 100 feet span, have not been commenced, (*a*) because of frost and cold, (*b*) because of the difficulty anticipated in the water foundations which it would be unadvisable to begin in winter. However, neither of these are very heavy works and they will be taken in hand as soon as the cold subsides. The pumps and engines are at site.

Sharigh Division.

"From 5 miles beyond Sharigh to Nasik the earthwork, except the filling of banks near the high level bridges at Poongi, is practically completed. The ballasting is going on very fast, and should all be completed about 1st April, if not before. The bridging, which is very heavy indeed, the stone being very hard and far distant, has begun to show up; and I have every reason to believe that, unless anything unforeseen happens, the whole of the bridge masonry between Nasik to 5 miles beyond Sharigh will be completed and ready for girders by the 1st March.

"The mounds on which the quarters for station staff, drivers, guards, &c., at the changing station at Sharigh are to be built have all been cut down and levelled; the station platforms, troop siding, station walls, and most of the bungalows have been commenced, and are making rapid progress.

"The whole division may be ready for the rails and girders from end to end before the 1st April.

Harnai Division.

"This division is practically completed, except the rails and girders. The ballast is all collected, and all the masonry and earthwork done. There is still something to be done in sidings and in roadside station buildings; but no work of importance remains to be done.

Spintangi Division.

"The ballasting should be nearly completed by the 1st March. All the masonry except side drains is finished and ready for girders; a few more rail openings and some catch-water drains may still be needed; but otherwise the whole division will be quite ready for rails and girders as soon as they once come up. The big cutting at Dulojal needs sloping down, but need not interrupt the line. The masonry of the Zindag-i-ab and Gurmai bridges is quite ready, but as diversions are impossible at those bridge sites, I fear the plate-laying may be stopped (say) 12 days at each of these bridges, whilst the 150 feet spans are being put up for the engines to cross.

Gundakin Division.

"The whole of the bridge masonry of this division, except a few side drains and rail openings which may hereafter be required, is completed and ready for girders. The whole earthwork, except a little side sloping, is also finished.

"The Gundakin tunnel will be completely finished and lined with masonry throughout in another two days. The roof gave immense trouble by falling in and was most dangerous, crushing in timber shoring like an egg-shell, but all danger is now over, and the tunnel is ready for rails.

"The tunnel near Kuchali has proved a most difficult job. The soil is so rotten that the roof is utterly unreliable and falls in from above, forming a high arch above the timbering from which enormous pieces of rock come down from 50 to 60 feet in height, and crush everything it is possible to put up; a high arch forms above the framing from which tons of rock come down and smash the framing. Work was stopped for some time owing to the impossibility of getting any workmen to go into such danger; but charges of dynamite were put in from the hill above on to the roof and the explosion blew out a crater down into the tunnel; this is now being taken out from above, and it is hoped the 75 feet of tunnel between the two masonry faces may be secured and lined with masonry arching before the sides come in. There is about 75 feet more of lining to do, which with good luck may be secured before long; and for the last three months work has been going on

day and night with electric lights, but with very slow progress, the earth squeezing in to the made parts of the tunnel as fast as taken out through the tunnel ends. However, I hope our troubles are now over and we may get the arch lined before the 1st March.

"The earth is so rotten that the cuttings in the tunnel approaches have had to be arched over a long way back, thus making the whole tunnel nearly twice as long, 600 feet. The proper course would certainly have been to make the cutting first, and arch it over afterwards; but it was impossible to foresee that we would have to blow down the roof from above. As this tunnel must delay the platelaying, a diversion is being made from just south of Kuchali tunnel, along the river bed to the Kuchali Station to take the line along past the tunnel. This diversion will bring up staging and girders for the bridge (3 spans of 100 feet) at the Kuchali Station.

"The bridge north of Gundakin tunnel (1 span of 150 feet one of 100 feet) has got the staging of both spans erected ready for the girders, as soon as the rails get over the high level bridge south of Gundakin tunnel. The girders are all up to the tunnel and only await the completion of the high level bridge. The stagings have been carried round by carts, but the girder booms are too heavy to be so handled.

"But for the recent floods the high level bridge girders at Gundakin south of the tunnel would by this time have all been up. The bridge is composed of 2 spans of 150 feet and 3 spans of 40 feet. One span of 150 feet is completely rivetted and erected, but not decked. The other span of 150 feet is being put together and may be service-bolted in another three days, but the vibration of a staging nearly 72 feet high requires the girder to be put together very carefully on such light staging. I shall be glad when it is safe.

"The floods in the Nari cut us off completely for nearly 15 days, and prevented the girders coming up; otherwise both bridges, north and south of Gundakin tunnel, might by this time have been erected. The girders of both bridges should be up by the 14th February.

"Rails and permanent-way are being sent round by road on camels and carts, and are being laid out beyond Gundakin tunnel on the permanent line and on the diversion towards Kuchali.

"I may mention that two out of the three 40-feet spans at Gundakin high level bridge are now up and ready for rails.

"The locomotive now comes up to the high level Gundakin bridge over the high banks and high 40-feet bridge just north of Gundakin.

"The rails run over the permanent line from Gundakin to Baber Kach, which is all laid and completed.

Baber Kach Division.

"The tunnel at Baber Kach has given us a deal of trouble. It was laid out on Lindsay's and Molesworth's old line; but experience has shown that it has been thrown too much forward. That protection I made of chained barrels was caught when unfinished, but has merely been buried, not broken. It has completely driven the river out of its old course and direct on the bridge below, forming a great shingle shoal where there was deep water before,—a great improvement.

"I came to the conclusion, however, after seeing last year's and last summer's floods, that the water was too deep there (22 feet) to be efficiently checked, by anything like barrel protection, from tearing any railway bank to pieces high up, even if its toe was properly protected as it was by the barrel pitching. So I am making a viaduct of 3 spans of 40 feet just outside the tunnel, and widening the tunnel so as to throw the whole line further in. There is a tremendous swirl here, so I propose going over it with 3 spans of 40 feet, beyond which the bank is quite safe, I think, owing to the shingle shoal thrown up by the chained barrels.

"We have almost finished widening out the tunnel, and are busy lining it, as we find the conglomerate weathers on exposure to air and comes down in

great chunks. We have had a great deal of trouble from water in the foundations of the three 40-feet span viaduct, but we are working night and day, and hope to get some foundations in a day or two. It is a very troublesome job, as we had to remove enormous quantities of shingle before we could get foundations; but the viaduct is not a high one; and as we have plenty of concrete blocks ready we ought to run it up sharp once the foundations are in. However, it is a great nuisance as it obliges us to take the line down into the river bed and on to a temporary line exposed to floods.

"We now come to the great girder erecting question over the six big Nari bridges which aggregate now—

4 spans of 40 feet.

6 spans of 100 feet.

23 spans of 150 feet.

"The locomotive is running now over Tundori and Kilat-i-killa No. 1. Kilat-i-killa No. 2 has the rails laid over it, and is all decked. The central has one span of 150 feet still to be decked. The Bheji bridge has one span of 100 feet still to be decked. The Baber Kach bridge is nowhere decked, and has one span of 100 feet still to be rivetted up and hoisted. So I hope when this reaches you the whole of the Nari bridge girder erection will have been completed. In fact, there is only one span more of 100 feet to be hoisted out of the whole, as whilst I write the derricks are being put up to hoist the last span of the series of Nari bridges.

"The floods all but brought us to dire grief, as they came down some 7 feet deep, but fortunately not so suddenly as usual; we had a number of girders half completed over the stagings, but the weather gave us sufficient notice to allow of our service-bolting the girders by working day and night; and then down came the water and knocked all our staging into a cocked-hat. Fortunately no girders were dropped into the river for which I am very thankful; and take it all round, our staging has not suffered much, though it was somewhat knocked about. Before you get this I hope to have telegraphed to you to tell you the whole of the naked girders of the 6 Nari bridges are up.

"Had you not given me *carte blanche* to get as much staging as I required and urgently, we would not have put up these Nari bridge spans in three times the time; they would not have been up till May at the earliest.

"Below Kilat-i-Killa No. 1 bridge, there is not much to be said; we have rebuilt all our banks, and put in two high spans of 40 feet which were found necessary. The line between the Nari station and the Nari tunnel running under the cliffs, and a number of other exposed parts of the line were so knocked about by the floods in summer, that it has become necessary to make immense retaining walls, from 25 to 30 feet high, founded deep down on the clay, to protect the line from flood action. They are expensive works, but absolutely necessary and are now approaching completion.

"We have been grievously delayed by the floods, as of course our temporary bridges, enormous cribs filled with boulders, went off like chaff in a 7—foot flood. The river did not go down sufficiently to allow of work for nearly a week; and replacing these cribs was hard work in such cold weather and colder water. However, we are right again now and running 5 material trains a day from Nari."

SIND-PISHIN—NORTH WESTERN EXTENSION SURVEY.

10. Instructions for the survey were issued by the Government of India at the end of May 1885. These instructions were to the effect that the whole Amran range, from the Khojak to the Gwaja, should be fully examined, in view to the selection of the best route for the extension of the Sind-Pishin Railway through or round the Khwaja-Amran range, and the settlement of the point to which should be carried the extension of the Sind-Pishin Railway from Shebo, to the foot of the range, recently sanctioned by the Secretary of State.

In accordance with these instructions, three survey parties were organized by the Engineer-in-Chief of the Sind-Pishin Railway, and the results of the enquiry, so far as it has been ascertained, are briefly:—

1st—That to turn the Amran range, the line must run from near Quetta *viâ* Nushki to Argutai;

2nd—That the range may probably be crossed near the Gwaja Pass;

3rd—That it might be tunnelled through the Khojak or the Sanzal Pass.

In December, instructions were issued by the Government of India regarding the furthur prosecution of the surveys, the submission of estimates for certain alternative lines crossing the range in the vicinity of the Gwaja Pass and emerging on the westward slope of the range near Argutai, and for alternative lines piercing the range in the vicinity of the Khojak and emerging near Chaman.

A Committee appointed by the Government of India is now considering the result of the preliminary surveys that have been carried out under the above instructions.

FEROZEPORE BRIDGE WORKS AND APPROACHES.

Sutlej Bridge.

11. In October 1885, foundation work on the piers of this bridge was commenced. At the end of March 1886, all except three piers were in progress. 1,327 lineal feet of sinking, equivalent to the full sinking on 17½ wells out of 28, had been executed, and 1,476 lineal feet, equal to 21 complete wells of well steining, built. All wells will, it is expected, be at a safe depth before the rains of 1886.

Twelve of the girders, 150-feet span, are to be supplied between July and September 1886, and the remainder (15) by January 1887, and hopes are entertained that the bridge may be completed before the rainy season of 1887.

BELLARY-KISTNA.

12. The work on this railway was much impeded by the financial pressure and had to be restricted mainly to the Guntakal-Nundial section, which has not, moreover, made as much progress as was anticipated.

Guntakal-Nundial Section, 90 miles.

The platelaying is in progress and at the end of March 64 miles were laid. A portion of the permanent-way material has been sent by canal to Nundial, and platelaying is in progress from Nundial westward. The delivery of sleepers, which are coming from Burma, was unfortunately amongst the works stopped.

The water-supply is a matter of difficulty on this section; at Guntakal the supply has to be brought from some wells 5 miles off; the water has first to be pumped up into a high level reservoir one mile from the wells and about 50 feet above them, from which it flows down in pipes to Guntakal, where the rail level is 90 feet below the reservoir. The scheme is still incomplete, which is to be regretted, as there is a great need of water for the junction station works.

Nearly all the culverts and bridges on this section are ready for girders, which are all on the line ready to be led out. Some of the heavy earthwork between miles 60 and 78 is still incomplete, but it is hoped that the rails will be laid through to Nundial by the end of June, and that it may be possible to open out this portion of the line after the next monsoon.

Nandicanama Division, 36 miles.

The work on the tunnel, 413 yards in length, on the 118th mile in the pass through the Eastern Ghâts has been carried on, but the climate in the pass is terribly deadly and progress is slow. It is anticipated that it will take two more seasons to complete. Rails have now been laid from Nundial, 15 miles, to the hills, and the workmen are now railed out to the work every morning and brought back in the evening, and by this means it is hoped that the work will be completed without further serious loss in life.

Cumbum and Guntoor Divisions, 153 miles.

Work on the Cumbum and Guntoor divisions, up to the Kistna end of the line, wherever heavy works are involved is now being put in hand, so that this portion of the line may be ready for platelaying as soon as the tunnel and Ghât works are completed.

CUDDAPAH-NELLORE.

13. Work had to be suspended on this line in May 1885, and orders for resuming operations were not able to be issued until the following November; the progress, therefore, has not been great. The most important bridge, the Rala-yeroo, 9 spans of 100 feet, has six out of the ten foundations completed, and the remainder are now progressing, and it is anticipated that the earthwork and minor bridges will be finished throughout in the course of the next six months. All girders and permanent-way are now in the country. It has now been definitely decided to place the Tirupati station to the west of the town.

NÁGPUR-BENGAL.

14. Owing to the negotiations for the formation of a company to construct and work this line not having been completed, and the financial pressure, work had to be suspended during the year; the small staff still left were employed in the preparation of complete estimates for the conversion of the Nágpur-Chhattísgarh Railway to the standard guage, and for the construction of the portion of the project between Ráj-Nándgaon and Bilaspur. Land acquisition has also been in progress on the Manbhoom and Singbhoom districts in Bengal and in the Bilaspur district and Native States within the Central Provinces.

Nágpur-Chhattisgarh.

In May 1885 the Nágpur-Chhattísgarh State Railway was placed under the Engineer-in-Chief of the Nágpur-Bengal Railway. Considerable work has been done on the rebuilding and widening of culverts. The new bridges at Panoli and Chilode have been completed and good progress made with the new Kanhan bridge (two spans of 60 feet and six spans of 170 feet), about two-thirds of the masonry being completed. The 60-feet girders should arrive about June, the 170-feet spans between May and August next.

BILASPUR-ETÁWA.

Katni-Umaria Section.

15. The progress made on the Katni-Umaria Section which, including the colliery branch, is 38½ miles long, has not been as rapid as was anticipated, sickness greatly retarding operations during the hot weather of 1885. The earthwork and bridging, with the exception of the Simrar, one span of 60 and two of 40 feet, and the Mahanadi, four spans of 100 feet and one span of 80 feet, is practically complete, and the masonry of these being well advanced, and the girders on the ground, it is anticipated they will both be finished by May.

Permanent-way has been laid for 26 miles, and about 80 per cent. of the ballast collected. Station buildings and station machinery are in progress, and the line will probably be ready for coal traffic by June and for passenger traffic after the monsoon.

Surveys.

The project for the complete line Bilaspur to Etáwa has been submitted to Government after undergoing careful revision. The Etáwa-Saugor section has now become part of the Midland Railway, and the Saugor-Katni section will also probably be constructed by that Company. The construction of the eastern section Umaria to Bilaspur is not at present contemplated.

SIND-SAGAR.

16. In addition to the prosecution of the works on the main line and branches, as described in last year's report, the following additional Surveys were ordered during the year:—

(1) A branch from Kundian to Mianwali and an extension thence to the Isa-Kheyl ferry—16½ miles in length—ordered in July 1885.

(2) A Survey to connect Mianwali on this (1) branch with Langar or Gagan Stations on the Khusálgarh branch of the Punjab Northern State Railway ordered in September 1885.

The Mianwali-Isa-Kheyl ferry branch Survey has been completed and the estimate submitted, and the field work of the Mianwali-Khusálgarh Surveys, in all 149 miles, including alternative lines, has been completed.

On the main line, Malakwál to Mozaffargarh, 295 miles, with the three branches, to Khewra salt mines, 9 miles; to Ismail Khan ferry, 9½ miles, and to Dera Ghazi Khan ferry, 8 miles, the earthwork has been practically completed.

The Jhelum Bridge, 17 spans of 150 feet, on single wells has 9 sunk to a depth of 75 feet each and 9 to a depth of 55 feet each, out of a total depth to be reached of 82 feet. The other large bridges are in hand and half approaching completion. The small bridges and culverts are, with few exceptions, complete. None of the girders have yet arrived, but all with the exception of the Jhelum bridge girders (due between June 1886 and January 1887) should arrive in May and June, by which time all the bridges are expected to be ready for them. The permanent-way 75-lb. steel flat-footed rails with transverse steel sleepers has been laid out 46 miles from the southern end and between Malakwál and Chak Nizam at the northern, and a start has just been made to link in from the north bank of the Jhelum river. Wells, ash-pits, platforms and stations were not begun until February, but are now making good progress.

The telegraph lines on old rail standards have been erected 84 miles from the Southern and 60 miles from the Northern end.

BOLAN.

17. Sanction to the extension of the Rindli Branch of the Sind-Pishin Railway by a temporary line up the Bolan pass was given at the end of March 1885. A staff was at once collected and permanent-way material purchased from the East Indian and Sind Punjab and Delhi Railways. Interference with the road traffic up the Bolan being inadmissible, and time not admitting of heavy works being undertaken, the only course that was open was to lay the line up the bed of the Bolan river, which, except at the Kundilani, Bibinani and Mach gorges, and in times of extraordinary flood, only occupies a portion of its bed.

Pir Chowki-Hirok Section.

The staff arrived at Rindli on the 23rd April, and some material having been received work was at once started. Up to the end of May good progress was made, but with the intense heat that then came on, cholera broke out and, combined with sun fever and dysentery, brought the work to a complete stand still towards the middle of June, only 8 miles of the line having been completed. The staff, both engineering and subordinate, suffered severely, and the laborers became completely demoralised and deserted the work. By the end of July, some new staff having been supplied and fresh gangs having been collected, work was resumed, and the railway progressed up to Mach, which was reached by the 28th of October, and the end of the broad gauge at Hirok, six miles beyond, on the 19th November, a total distance from Pir Chowki of 47 miles.

Above Hirok to the plateau at Darwaza the narrow tortuous gorge which forms the upper part of the pass is impracticable for a temporary broad gauge railway. Through this, for a distance of ten miles, a metre gauge line has had to be laid with frequent curves of 200 feet radius; even this line can only be worked with double bogie engines and bogie wagons. Before making a start on platelaying on this portion, a considerable amount of preliminary work had to be got through. Materials had first to be collected as well as engines and rolling stock, and although all necessary works up to formation level had been completed by the end of November, it was late in December before many rails were laid. Again, the climate proved an enemy. On the lower section extreme heat and cholera retarded work; on this latter, called the Ghât Section, for two months extreme cold with its accompanying sickness pneumonia, coupled with short days, reduced the working time by fully ¾ths, and thus it happened that this latter section was not finished until the 7th March 1886.

Considerable difficulty regarding water was met with in the Ghât Section, it being only procurable at the Dozan springs up a side valley two miles from the line. Pipes and pumps have been received from England, and the arrangements for the supply along the Ghât Section and at the Kotul will, it is expected, be completed during May.

The whole of the temporary line, including the Ghât (metre gauge) Section, has been laid with permanent-way intended for the 5′ 6″ gauge—rails double-headed steel, mostly 75 lbs. to the yard; sleepers for about 40 miles "Denham-Olphert's cast-iron," and for the remaining 17 miles (which includes the Ghât Section) "deodar." The spans of the temporary bridges on crib piers are about 10 feet in the clear, and the roadway is carried on rail girders.

The ruling gradient of the temporary line between Rindli and the 32nd mile is 1 in 50, this gradient being used sparingly. From this to Abigum there are some short lengths of 1 in 36. Between Abigum and Hirok there are 2 miles of 1 in 26, and nearly 11 miles of 1 in 30. On the Ghât (metre gauge) Section, between Hirok and Dozan, the ruling gradient is 1 in 23½, and above Dozan 1 in 30. The minimum radius of curves between Pir Chowki and Hirok is 800 feet, and on the Ghât Section between Hirok and the Kotul, 200 feet.

Darwaza-Quetta Section, S. P. R.

The earthwork on this section which is being constructed as a permanent line is complete, and a commencement has been made with culverts, but owing to want of good lime only Portland cement can be used; diversions have, therefore, been prepared for all waterways until cement can be delivered by rail. Sanction for the site of the station at Quetta was received on 29th January 1886, and work is in progress on it.

Working.

Directly a few sidings were got in at Hirok, the line was made over to be worked by the Staff of the North Western Railway, and, in addition to about 4,000 tons of material wanted for the Ghât Section, 17,000 tons of permanent-way for the line from Durwaza to Quetta and onwards towards Pishin had by the end of March been stacked at that station, and is being taken onwards by the metre gauge line to Durwaza.

The following is a list of the stations between Pir Chowki and Quetta:—

Kundilani	... ...	at 7th mile.	
Kirta	... .	„ 15th „	
Bibinani	... ...	„ 27th „	5′ 6″ gauge.
Abigum	... ...	„ 34th „	
Mach	... ...	„ 41st „	
Hirok	... ...	„ 47th „	
Dozan	... ...	„ 50th „	
Kolepur	... ...	„ 54th „	metre gauge.
Kotul	... ...	„ 57th „	
Sir-i-ab	... ...	„ 75th „	5′ 6″ gauge.
Quetta	... ...	„ 85th „	

BOLAN SURVEYS.

18. In addition to the work on the temporary line described in the foregoing paragraphs, the Engineer-in-Chief in September last was directed to reconnoitre the Pass with a view to determining the possibility of the construction of a permanent line at a reasonable outlay. In January last, sanction for a regular survey was issued, and this is now in progress. An alignment with a ruling gradient of 1 in 40 between the Kotul and Hirok has been found, but very heavy works will be necessary. The trial section shews 3 tunnels aggregating over 1,200 yards in length and 3 viaducts varying in heights from 60 to 140 feet, besides heavy rock cuttings. A favorable line has also been surveyed between the Nari bank at the lower end up the Muskaf valley to the Panirband pass dividing the Muskaf from the Bolan valley; a tunnel of some magnitude roughly estimated at 960 yards in length will be required here, and between this and Hirok heavy works will be needed. It is too soon as yet to form an opinion of the feasibility of the route within a cost that would not be prohibitory.

TIRHOOT.

19. Five out of seven piers of the bridge over the Gunduck have been founded, and the masonry brought up to level of girder bed stones. The abutments are at the same height. The viaduct about ½ a mile long at Sonepore is completed, with the exception of part of the parapet; the earthwork in the approaches is finished. If the girders, which are promised for delivery in England between March and June 1886, arrive in good time, this bridge may be ready for traffic before the rains of 1887.

Gunduck Bridge, 8 spans of 250 feet.

On the Kosi extension of the Eastern Branch, the line has been extended to Nirmali, 66 miles from Somastipur junction and the new section, 20 miles, will be opened early in April 1886.

Kosi Extension.

The project for a line from Mozufferpore to Sitamarhi, 37 miles, is in abeyance.

NORTHERN BENGAL.

20. The project for the construction of an extension from Kaunia to the Brahmaputra has been under consideration during the year. In October 1884 revised estimates of the cost of constructing a railway from the Teesta river to Dhubri were submitted by the Government of Bengal, and in February 1885 a further investigation of the route was ordered by the Government of India, the results being reported in April 1885. These may be considered as showing that the rivers intervening between Kaunia and Dhubri are not so formidable as had lately been reported, and that it is practicable to connect Kaunia and Dhubri by a metre gauge railway, including the cost of the 4 large bridges, for about 63½ lakhs of rupees.

Kaunia-Dhubri Section.

In November 1885, a further investigation of an alternative proposal for an extension to Bhagwa was called for, and the report on this was submitted in February last. The report is considered to prove conclusively the impossibility of establishing a terminus at Bhagwa, owing to the ever varying condition of the river bed at that portion of its course, and the opinion that the extension when carried out should be to Dhubri is confirmed.

Bhagwa alternative.

DACCA.

21. The section of the line between Dacca and Mymensing was opened for goods traffic on 1st August 1885, and the section between Mymensing and Gáfargáon for passenger traffic on 29th August 1885. The entire line was opened through for all traffic by His Honor the Lieutenant-Governor of Bengal on 18th February 1886, and it has been decided to change the name of this railway to the "Dacca State Railway."

ASSAM-BEHAR.

22. The progress on this line was unfortunately much impeded owing to the financial pressure. The operations were confined to that portion of the line in the Purneah Districts between Manihari and Kushba on the west, and between Dinagepore and Raigunge on the east. On the centre length (37 miles) between Raigunge and Kalliagunge nothing has been attempted since July 1885.

During the exceptionally high floods of August 1885, the 9 miles north of Manihari suffered very much, 5 small bridges having been swept out, in all cases owing to the want of pitching. The smallest of the openings along this length, which was fortunately pitched before the floods, was saved by a coat of boulders not more than one foot thick, the ground beyond the pitching having been scoured to a depth of 30 feet. On this length increase

Manihari-Kushba Section.

of water-way within any reasonable limit does not mean reduced velocity between the abutments, as during heavy floods at one side of the line there are hundreds of square miles covered with water from 6 to 20 feet deep and somewhat higher than a similar sea on the other side of the Railway. One of the bridges, on wells sunk in hard clay, stood the rush for three weeks and then went, the flood scouring a hole ninety feet deep. The repairs on these nine miles took up most of the time this season, involving considerable temporary diversions and a great quantity of earthwork in filling the deep breaches. After seeing the result of the floods it was thought better to reduce the number of points of danger by closing four of the bridges altogether, increasing the spans of the others, using screw piles instead of wells, and protecting the works thoroughly with stone pitching. The use of piles would expedite the work, but even these could not be procured before March. None of the bridges or culverts between the 94th mile and Purneah having been injured, the platelaying, erection of girders, completion of stations, wells, platforms, store-sheds, permanent staff quarters, &c., was pushed on, so that by the end of March the line was in good running order to within half a mile of Kushba, an important mart 5 miles beyond Purneah.

Dinagepore-Raigunge Section.

Construction work was well started at the beginning of the year from Dinagepore to Raigunge, and manufacture of bricks and collection of materials was being pushed throughout the Division. In July, work was interrupted and not again started until December. Fair progress is now being made on the major bridges. The minor bridges are finished to Kalliagunge, 19 miles from Dinagepore, and the works are in such a state that, if funds permit, this section of 30 miles may probably be completed by the end of the year.

CAWNPORE-ACHNERA.

New Workshops, Fatehgarh.

23. The works on the new workshops at Fatehgarh were suspended in September 1885 for want of funds. All the quarters and offices are completed. Foundations for erecting shops and chimney laid. Traverser nearly completed and some lines of rail laid. The water tank is completed, and pumping-engine put up and at work. The work of the line is being carried on in temporary shops.

The permanent bridges over the Kalanadi, damaged in July 1885, are now being enlarged at mile 70 by 4 spans of 60 feet each, at mile 154 by 6 spans of 60 feet each. They will be completed by 30th June.

Bithur Branch Line.

This branch, which was opened for traffic on the 9th November 1885, was practically complete at the end of March 1886.

LUCKNOW-SITAPUR-SIHRAMÁU.

24. During the year the bridges and formation as far as Sitapur were completed ready for the girders and permanent-way. The earthwork as far as Kheri had also been finished, and the earthwork from Kheri to Gola Gokaran Nath was well in hand. Bricks for the bridges between Sitapur and Gola Gokaran Nath had been burnt. Rails, sleepers and fastenings, sufficient to complete the line as far as Gola Gokaran Nath, were either in hand or in process of delivery, and only rolling-stock and a few minor stores were required to admit of the line from Lucknow to Gola Gokaran Nath, a distance of 105 miles, being opened at the close of the ensuing rains.

Pilibheet-Sihramau Survey.

A small survey party took the field in November to connect the metre gauge line from Bareilly to Pilibheet with the line under construction from Lucknow to Sihramáu.

The field work had been completed at the end of the year, and the plans and estimates are now under preparation. There are no works of any magnitude on the line, which could be made at a very moderate cost.

BURMA.

Rangoon and Irrawaddy.

25. The substitution of brick and iron structures for the original timber bridges and culverts was continued. Sixteen timber minor bridges varying in span from 10 to 40 feet were rebuilt, and all the major bridges that required renewal were completed. The new Railway offices at Rangoon were completed and occupied in August.

Rangoon and Sittang Valley.

At the commencement of the year the line was opened to traffic as far as Nyaunglebin (93rd mile), and the remaining portion to Toungoo, 73 miles, was opened in July. Much remains to be done, the line being opened with the minimum requirements needed for safe working.

Bassein-Henzada Survey.

The field work was completed at the close of 1884-85, and the estimate for the project is under preparation.

Toungoo-Ningyan Survey.

Orders were received in February 1886 for the commencement of a survey from Toungoo to Ningyan, a distance of about 62 miles, and this is now in hand, and it is hoped the field work will be completed before the monsoon.

JORHÁT.

26. The entire length of the line (23 miles) from Dhali to Baraghop the cold weather river terminus and the branch line from Chenimara junction to Mariani (7 miles) were open for goods traffic during the current year. The section between Jorhát and the river terminus was opened to coaching traffic on the 17th October 1885. The remainder of the line, that is from Jorhát to Dhali, and the branch line from Chenimara to Mariani will be inspected early in April 1886, with a view to passing it for coaching traffic. Two miles of line from Dhali, the present temporary terminus, to Titábar are under construction. These two miles will be opened for traffic at the commencement of the cold weather of 1886, when it is hoped the bridge over the Dhali River (35′ span) will be completed.

CHERRA POONJEE MOUNTAIN.

27. During the year under report the earth and rockwork of the mountain Inclines were completed, also that on the upper Locomotive line from the top of the Inclines into Cherra Poonjee, 3½ miles.

A very high flood in September did much damage to about 2 miles of the line in the plains, and it was found necessary to raise the formation level, which has been done during the working season; the permanent-way has been laid (7 miles) in the plains and on the mountain Inclines. Two locomotives and sixty wagons were received in July, also the iron work for 4 passenger carriages.

Three sets of drums for wire rope haulage have been completed, and the remaining four are being erected. The girder bridge over the Tharia river has been finished during the season; station buildings, &c., are well forward, and also station machinery, staff quarters, &c., &c.

An extension of about 8 miles from Company Gunj to Chhatak (on the Surmah river, and the terminus of the regular Steamer service) was surveyed, and the work is being plotted and estimated.

MADRAS.

28. The extension to Calicut as the Western terminus is making good progress and will, it is hoped, be ready for traffic by June 1887. The extension is

9 miles in length and will cost about 13 lakhs of rupees, of which $1\frac{1}{3}$ lacs will be payable by the Local Authorities in consideration of the large bridges being made available for ordinary traffic.

The project for the Pálghat town branch is still under discussion. The road bridge has been restored and made suitable for Railway traffic.

Mettupálaiyam-Ootacamund.

An agreement has been entered into with the Nilgiri Railway Company for the construction of a line from Mettupálaiyam to the Nilgiris, the Government providing the land and guaranteeing 3 per cent. interest during construction. After opening, the provincial government agrees to make the gross earnings up to 2 lacs per annum. Under orders of the Secretary of State, arrangements for raising the money are to be made in India, where the Company is domiciled. The agreement contemplated a line from Mettupálaiyam to Coonoor, of which the hill portion would be on the rack system, but a proposal has recently been made to construct a line from Mettupálaiyam to Ootacamund similar to the Darjeeling-Himalayan Railway on a gauge of 2 feet with ruling gradient of 1 in 30 worked by ordinary adhesion. This point is still under consideration.

Bellary-Guntakal.

The Bellary branch of the Madras Railway from Guntakal to Bellary has been sold to the Southern Mahratta Railway for Rs. 30,00,000, and will be made over on the 1st July to that Company, who will adapt it for metre gauge traffic. The broad gauge will be retained to meet emergencies, but ordinarily metre gauge trains only will be run. The new junction station at Guntakal, now under construction by the Bellary-Kistna Railway, is 2 miles from the site of the present Guntakal Station, which will be ultimately abandoned.

To meet the increase in weight of engines during recent years, it has been found necessary to strengthen the girders of many of the bridges. This work is now nearly completed, and with the exception of 3 large bridges on the north-west and one on the south-west line which have to be re-built, they are now fully up to requirements. Of the above bridges, that over the Penner river is at present in hand.

The arrangements for the introduction of the Block system are now practically completed, and a large portion of the line is now being worked on that principle.

The buildings undertaken during the year have been the improvements of stations, especially Arkónam junction, and the provision of quarters for the staff.

SOUTH INDIAN.

29. The principal works on the South Indian Railway are those in connection with the restoration of the flood damages described in last year's report and enlargement of water-ways. The only two bridges which have not yet been re-opened for traffic are those over the Vikravandi river and Gingee river (Pondicherry branch). Additional water-way is being given at many points, but this work will not be completed for about 2 years. The chief additions now in progress are eleven 40-feet spans to the Karunguli bridge, one 120-feet and one 30-feet spans to the Vikravandi bridge, raising the piers of the Gingee bridge 7 feet, and the provision of a new bridge of ten 30-feet openings in the 98th mile. In some places the line has been lowered to the level of the surrounding country in order to allow extraordinary floods to pass over it without doing serious damage.

The improvement of the alignment of the beach extension, Madras, is nearly completed.

The general offices at Trichinopoly are almost finished and will be occupied shortly. The new Engineering workshops at the same station are practically completed, and the extension of the Locomotive workshops at Negapatam is in hand.

The 40-lbs. permanent-way with which the line was originally laid being considered too light, renewals are now being made with 50-lbs. bull-headed rails on cast-iron pot sleepers.

Tinnevelly-Quilon Extension.

No further action has been taken with regard to the extension of the line from Tinnevelly to Quilon, but the Travancore Government are still in favor of the Northern and more expensive route.

Máyavaram-Mutupet Branch.

The South Indian Railway have declined to construct the projected line from Máyavaram to Mutupet as part of their system, but are prepared to form a separate Company for the purpose. The terms proposed by them are a 4 per cent. guarantee by the Tanjore District board, and one-half of the net profits. The matter is still under consideration.

STATE RAILWAY SURVEYS IN MADRAS.

IMPERIAL SURVEYS.

30. The projected system of metre gauge famine protection lines includes—

(1) A line from Guntakal junction to Hindupur, to be eventually extended to join the Túmkúr branch of the Mysore State Railway.

(2) An extension of the Cuddapah-Nellore Line from Tirupati *viâ* Kadiri to join No. (1) at Dharmavaram.

(3) A line from Villupuram on the South Indian Railway to Vellore on the Madras Railway, and thence *viâ* Chittoor to join No. (2) near Damalchern.

Guntakal-Hindupur Extension.

The working survey and estimates for the Guntakal-Hindupur extension, 111 miles in length, have been completed, and the earthwork for about 50 miles of line was executed during the dry season of last year as a famine relief work.

Tirupati-Dharmavaram Extension.

On the Tirupati-Dharmavaram line, 166 miles, the staking out is completed and the working project is expected to be ready by June 1886, and although the final estimates will occupy some time longer, work could be begun on completion of the project. A preliminary estimate has been forwarded to the Government of India.

Villupuram-Vellore Extension.

The line between Villupuram and Vellore was originally surveyed *viâ* Arnee and Arcot, but it has now been decided to adopt a more direct line, by which the length will be reduced by 10 miles. The necessary surveys for this purpose have been made and the greater part of this line is staked out as well as the whole length between Vellore and Damalchern.

Vellore to Damalchern.

The total distance from Vellore to Damalchern will be 137 miles. The working project is expected to be ready by September 1886.

PROVINCIAL SURVEYS.

31. These include—

(1) A line from Pálghat on the Madras Railway to Dindigul on the South Indian Railway.

(2) A line from Porto-Novo on the South Indian Railway through Kallikurchi to Salem on the Madras Railway.

Pálghat-Dindigul.

A preliminary survey for the Pálghat-Dindigul line has been completed and the preliminary estimates will be submitted during 1886. The length will be about 107 miles *viâ* Dharapuram or 100 miles *viâ* Pulney.

Porto-Novo-Salem.

A preliminary survey of the Porto-Novo-Salem line was begun in November 1885, and the preliminary project is expected to be ready by June 1886. The preliminary estimate will be submitted before the end of the year. The length of this line will be about 110 miles.

GREAT INDIAN PENINSULA.

32. The new offices at Bombay are so nearly completed that the Chief Administrative offices have been moved into the building. The new Byculla overbridge at Bombay was completed and handed over to the Municipality at the end of 1885, and the Nesbit Lane overbridge has been vigorously commenced; on the completion of this work the quadrupling of the line from Bombay to Parel may be taken in hand.

The work on the doubling between Bhusáwal and Khandwa and Bhusáwal and Shegaon has made satisfactory progress during the year. The new station at Hotgi, which is the junction of the East Deccan line of the Southern Mahratta system, has been completed and is in use.

BOMBAY, BARODA AND CENTRAL INDIA.

33. The extension of the double portion of the Bombay, Baroda and Central India Railway between Andheri and Virár was opened for traffic during the year, and some progress was made in the work of doubling the portions between Kánkra Khádi and Sachin and between Ahmedabad and Bárejadi.

Godhra-Rutlam.

Nothing further has been done during the year in the matter of the Godhra-Rutlam Extension.

OUDH AND ROHILKHAND.

34. The whole of the superstructure masonry of piers and abutments, with trifling exception, has been finished off. The main girders of spans Nos. 1, 7 and 6 have been erected and the screw piled staging at No. 5 span has been practically completed ready for a commencement of the erection of the main girders early in April. Four out of the 7 large spans will therefore almost certainly be completed before the rains of 1886. The remaining 3 spans, *viz.*, Nos. 2, 3 and 4, being those where the deepest water occurs, will involve somewhat increased difficulties, but the completion of the large spans may be looked for at the end of the working season of 1887, and of the whole bridge early in the cold weather of the same year.

Benares Bridge.

Northern Extension and Hardwar Branch.

On the 1st January 1886, the whole length of the Northern Extension to Saháranpur, together with a portion of the Hardwar branch from Lhaksar Junction to the Ganges Canal near Jawálapur, was opened for traffic with diversions at the sites of unfinished bridges, and a temporary bridge across the Ganges at Bálawala; this bridge will be removed before the rains, and the traffic will be worked by a ferry.

At the end of March all bridges were completed and opened for traffic, except the following :—

Main Line—				
Ganges bridge at Bálawala	...	...	11 spans of	256′
Bangunga Bridge	...	...	14 „	100′
Solani bridge	...	...	11 „	150′
Chain 1468	...	...	3 „	40′
Hardwar Branch—				
Pathri Bridge	...	...	5 „	60′
Ganges Canal Jawálapur	...	...	1 „	255′

With the exception of the Ganges at Bálawala there should be no difficulty in completing all the above bridges before the rains of 1886.

Ganges Bridge at Bálawala.

The Ganges Bridge at Bálawala has made good progress during the year. With the exception of No. 1 pier, which was only commenced after the rains of 1885, and a trifling amount of sinking still to be done on piers 7, 9, 10 and the right abutment, foundation work is completed. It is probable that the greater part of the superstructure brickwork will be finished this season and possibly girder erection commenced, so that the completion and opening of the bridge may be expected at the end of the working season of 1887.

Ajodhya Branch.

As soon as the questions still pending with regard to compensations are settled, this branch could be opened within a very short period.

Open Line.

The important work of re-jointing the line throughout with heavier and improved fish-plates was completed in July, with the exception of the Bahramghat Branch, on which it was not important to increase the speed during the rains. The re-jointing of this branch was completed in December. The great advantage derived by the Company from having carried out this improvement before the opening of their through route to Saháranpur, by enabling them to adopt faster speeds than would otherwise have been possible, is apparent.

The only other important works in hand during the year were the Lucknow Station water-supply from the Goomtee, now practically complete, and the construction of additional Locomotive accommodation at Goshainganj, Lucknow, and Chandausi.

BENGAL CENTRAL.

35. A survey has been made for a siding from the Dum-Dum Cantonment Station to the Small Arms Ammunition Factory, and the estimate is before Government. This siding would give direct railway communication to the factory, and would be of importance on completion of the bridge over the Hooghly. The only other works of importance have been in connection with flood damages alluded to further on in this report.

BENGAL AND NORTH WESTERN.

Rapti Bridge, 9 spans 150 feet.

36. The Rapti bridge is now well advanced towards completion, and it is hoped it will be finished and opened for traffic early in June. At the end of March the masonry of eight piers had been completed and that of the remaining two piers had been built well above water level and would be finished in about 15 days. Two spans of girders have been erected and two others are in progress.

The timber spurs erected before last rains to train the river were very effective, and prevented further erosion of the east bank. These spurs are now being strengthened with block kunker. The training works are very heavy and very expensive, and it will take some years before they are thoroughly established.

The traffic across the river was worked by a ferry during the rains. For the dry weather a temporary line has been laid down and the river spanned by a temporary bridge.

Uska Branch, 39·252 miles.

The Uska branch line will connect the important trading markets of Dhani and Uska with the main line at Gorakhpur.

The survey was begun in April 1885, and construction in the beginning of November 1885. Up to date the earthwork, with the exception of the high banks at the Chillua Tal and the Rohine river, is practically completed, the minor bridges are finished, and all the large bridges are in hand, and have made good progress. The station offices and permanent staff quarters are all in hand. The collection of ballast is well advanced. 11 miles of permanent-way have been laid, and had sleepers been obtainable the whole line might have been ready to open for traffic by the beginning of this month.

Sleepers are now coming in fast, and the permanent-way should be completed by the end of this month or beginning of May. It is proposed to open the branch for traffic immediately after the rains.

Naipalganj extension, 33·5 miles.

This extension will connect Nanpara and the important mart of Naipálganj with the main line at Bahraich. It should also enable the Railway to secure the large traffic that now passes through Nanpara to Khairi Bazar, to be exported by the Gogra river.

The survey was begun in April 1885, and construction in the end of November 1885. Up to date the earthwork has been practically completed, the minor bridging between Bahraich and Nanpara is finished, and that between Nanpara and Naipálganj is well in hand. Platelaying has been begun, and should be finished early in May.

It is proposed to open the extension for traffic immediately after the rains.

HIS HIGHNESS THE NIZAM'S.

Warangul Extension.

37. The principal work on His Highness the Nizam's Guaranteed State Railway Company, Limited, has been the construction of the section of a Railway from 1·25 miles beyond the Secunderabad station to Warangul, a distance of 87 miles. The permanent-way began to arrive from England in April 1885, all works were completed and the line laid by the end of March 1886, when the Consulting Engineer for Railways, Madras, inspected the Railway prior to opening to public traffic. The country traversed by the new line between Secunderabad and Warangul required no large bridges.

The line is laid with steel rails 64¼lbs. per yard on steel sleepers weighing about 120 lbs. each.

Bezvada Extension.

Survey operations have been extended to Bezvada on the left bank of the Kistna; about 21½ miles of this section between the frontier of the dominions of His Highness the Nizam and Bezvada, being in British territory.

The estimates for the second section of this Railway from Hanamkonda (Kazipett) to Dornakul with a mineral branch to Singareni coalfields, 69⅔ miles, have been sanctioned, and work will be commenced as soon as possible.

MYSORE.

38. On the open line no works of importance were in progress during the year.

Tiptur-Harihar Extension, 124½ miles.

The plans and estimates for the extension to Harihar have been completed. The estimate amounts to Rs. 49,29,939, or at the rate of Rs. 39,607 per mile.

Mysore to Nunjengode Extension, 14½ miles.

The plans and estimates for the extension from the Mysore terminus to the town of Nunjengode are completed. The total estimate is Rs. 5,50,735, or Rs. 38,378 per mile if the existing road bridge is used, but if a special bridge over the Katani river is built for the Railway the estimate is Rs. 6,52,661, or Rs. 45,481 per mile. The population of Nunjengode in 1881 was 5,208, but there are temples of great repute there which a large number of pilgrims visit.

Bangalore to Hindupur.

Surveys are now being carried out for a Railway to connect Bangalore City with the Guntakal-Hindupur Branch of the Bellary-Kistna Railway, at the Mysore Frontier; from Bangalore to the Frontier is about 50 miles, and from the Frontier to Hindupur, 8 miles.

JODHPORE.

Pachpadra Branch.

39. The Pachpadra Branch, 59¾ miles long, was commenced in August. The earthwork except the last 3 miles is finished. Bottom ballast is laid over about 45 miles, and top ballast is collected

in stacks alongside the line for about 30 miles. Culverts are in hand. Stations and staff quarters at Balotra and Sumduri are ready for roofing. Permanent-way materials have been ordered from England.

BENARES-CUTTACK-PURI SURVEYS.

40. The working plans and estimate of the line from Moghal Sarai to Puri were completed and submitted to Government at the end of September 1885.

Moghal Sarai-Puri.

Orders for a location survey with working plans and estimates for a line from Pachpara (a proposed station on the Nágpur-Bengal Railway) to Cuttack having been issued by Government of India, three survey parties were sent out early in November.

Pachpara-Cuttack.

The located line is approximately 175 miles in length, in addition to which 7 miles of branch line to serve Cuttack may be added, total 182. The line passes through the civil station of Sumbulpur, through the Talcher coal-field, and is connected with the located line of last season between Cuttack and Puri, crossing the Mahanadi river at Naraj, 8 miles west of Cuttack.

This line was suggested as an alternative pilgrim line instead of that portion of the Benares-Cuttack Railway which started from the Nágpur-Bengal Railway North of Chyebassa and passed through Singhbhoom and Keonghur.

As regards cost of construction, prospects of traffic, gradients and curves the Pachpara-Cuttack line is considered vastly superior to that mentioned in last paragraph, and is said to be very favourably thought of by civil officers who know the country.

As this proposed line would afford facilities for travelling to Puri only to pilgrims from Central Provinces and Western India, a line has been projected which would connect Pachpara with the located line of Benares-Cuttack Railway at Suthburwa, 16 miles east of Daltongunj.

Reconnaissance of Line from Pachpara to Suthburwa on Benares-Cuttack Line.

Such a line, it is believed, can be constructed at a cost not exceeding the Benares-Cuttack Railway main line. The length from Pachpara to Suthburwa would be about 185 miles.

The only serious difficulties to be encountered are the ascent and descent of the Lohardugga plateau which is 1,200 feet higher than both Pachpara and Suthburwa. On the south side a gradual rise can be obtained from Pachpara to the foot of the plateau at the south-west corner of Lohardugga near the village of Dumardib, 75 miles from Pachpara. Here there is a much frequented Ghât, having 700 feet rise in 8 miles, by which all the traffic of Western Lohardugga is conveyed southwards to Gangpur and Sumbulpur. A gradient of 1 in 50 is certainly practicable and possibly on further survey this may be improved.

The line on the plateau would run out by the valley of the South Koel river into the valley of the North Koel, descending gradually as far as Kookoo, 18 miles from Suthburwa, with gradients not exceeding 1 in 100, but at this point a range of hills jut out from east to west into the valley of the Koel, which turns off due west, and this portion of the alignment is still doubtful.

BENGAL ASSAM SURVEYS.

41. The year has been employed in completing the surveys and estimates of this project, which are expected to be submitted entire in September 1886. The total length of line from Chittagong to Makum, junction on the alignments recommended will be about 590 miles, and of the surveyed branches another 160 miles.

The ruling gradient adopted so far in the hills is 1 in 70 and in the plains 1 in 150.

KATTYWAR.

42. The survey of the Junágarh-Veráwal Railway, which is proposed by the Junágarh Darbar, to connect Dhoráji on the Bhávnagar-Gondal Railway with the port of Veráwal *viâ* Junágarh, has been commenced, the work being under the supervision of the Manager and Engineer-in-Chief of the Bhávnagar-Gondal Railway.

Junágarh-Veráwal.

The first section of the Wadhwán-Morvi Railway, a light railway on the 2′ 6″ gauge, was opened for passenger traffic from Wadhwán to Dholia on the 11th March. The length is 23¾ miles; the steepest gradient 1 in 100. The permanent-way is of steel rails 19lbs. to the yard with transverse steel sleepers 3′6″ long by 5″ wide spaced 10 to the 24-feet rail. The engines are of two classes, the heaviest with six wheels coupled, weighs 10 tons, with a load of 3½ tons on a pair of driving wheels. The upper class passenger vehicles seat 12, the lower class 24. The goods stock varies in capacity from bogie wagons carrying 5 tons to small covered wagons to carry 3 tons. The line is single with three intermediate crossing stations; it is at present worked on the staff and ticket system, but the question of providing it with a telegraph is under consideration. The estimated cost at present stands at Rs. 15,440 per mile.

Wadhwán-Morvi.

KALKA-SIMLA SURVEY.

43. The main portion of the field work, *viz.*, preliminary surveys, pegging out the centre line and longitudinal section will probably be completed by the end of June, the detailed survey and cross sections requiring some time longer.

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44. The statement on pages 32 and 33 shows the mileage of permanent-way on Indian Railways laid with timber, iron and steel sleepers respectively.

Statement showing the annual progress made in the length of

Railways.	Length of line open at														
	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
STATE IMPERIAL.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
East Indian	...	37½	120½	120½	120½	139½	286½	370½	560½	877½	933	1,104	1,127½	1,127½	1,353	1,353
Rajputana-Malwa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pâtri	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sindia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dhond-Manmâd	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Southern Mahratta	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
North Western	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eastern Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Punjab Northern	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Indus Valley	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sind-Pishin, Southern Section	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total State Imperial	...	37½	120½	120½	120½	139½	286½	370½	560½	877½	933	1,104	1,127½	1,127½	1,353	1,353
STATE PROVINCIAL.																
Calcutta and South-Eastern (*d*)	...	...	...	...	...	...	...	...	...	15	28	28	28	28	28	28
Patna-Gya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dildárnagar-Ghâzipur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bareilly-Pilibheet	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nalhâti	...	...	...	...	...	...	...	...	...	27½	27½	27½	27½	27½	27½	27½
Tirhoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Northern Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dacca	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cawnpore-Achnera	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Amritsar-Pathánkot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágpur-Chhattísgarh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jorhât	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total State Provincial	...	...	...	...	...	...	...	...	...	15	55½	55½	55½	55½	55½	55½
GUARANTEED COMPANIES.																
Madras	...	...	...	65	80½	95½	95½	137	296½	447½	447½	570	609½	643½	643½	675½
South Indian	...	...	...	...	...	...	...	...	48½	82	82	82	100½	145½	162½	185½
Great Indian Peninsula	...	20½	33½	49½	87½	87½	193½	244½	297	437½	496	552½	582½	701½	815½	852½	873½
Bombay, Baroda and Central India	...	...	...	...	...	...	...	...	35	134	167½	188	305½	305½	305½	305½	306½
Eastern Bengal	...	...	...	...	...	...	...	...	...	...	109½	109½	109½	109½	109½	109½	112
Oudh and Rohilkhand	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42	42
Sind, Punjab and Delhi	...	...	...	...	...	...	...	...	109½	141½	154½	154½	362½	366	412½	412
Total Guaranteed Companies	20½	33½	49½	152½	167½	289	3.02½	468	1,027	1,443½	1,531½	1,807½	2,190	2,366	2,528½	2,607½
ASSISTED COMPANIES.																
Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal Central	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal and North Western	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tarakeshwar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rohilkhand-Kumaun	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Thatón-Duyinzaik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total Assisted Companies	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
OTHER COMPANIES.																
Pondicherry	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total Other Companies	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
NATIVE STATES.																
Khámgaon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Amráóti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bhopal-Itársi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
His Highness the Nizam's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
His Highness the Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bhávnagar-Gondal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rájpura-Patiála	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wadhwán-Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total Native States	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL FOR ALL RAILWAYS	...	20½	71	170	272½	288½	428½	926½	839½	1,587½	2,335½	2,520	2,966½	3,372½	3,568½	3,936½	4,015½

(*a*) Now forms a part of the North Western Railway.
(*b*) Correction of Mileage.
(*c*) Purchased by the State and shown under "State Imperial."

Railways open for public traffic in India, since their commencement.

THE END OF EACH YEAR.																Railways.
1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	STATE IMPERIAL.
1,353	1,353	1,503½	1,503½	1,503½	1,503½	1,503½	1,503½	1,503½	1,503½	1,503½	1,504½	1,504½	1,506½	1,509	1,509	1,514½	East Indian.
...	...	...	...	91½	329	436½	507½	507½	603½	722	972½	1,115½	1,116½	1,260½	1,413½	1,413½	Rajputana-Malwa.
...	...	...	...	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	Pátri.
...	...	...	...	...	...	...	...	...	34	66½	66½	74½	74½	74½	74½	74½	Sindia.
...	...	...	...	...	...	...	...	...	145½	145½	145½	145½	145½	145½	145½	145½	Dhond-Manmád.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	40½	214	315½	Southern Mahratta.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,791½	North Western.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	233½	(*b*) 234½	Eastern Bengal.
...	...	...	...	...	18½	18½	18½	46½	46½	46½	46½	46½	46½	46½	46½	46½	Wardha Coal.
...	...	...	...	...	...	62	103½	103½	103½	103½	227½	362½	416	446	446	(*a*)	Punjab Northern.
...	...	...	...	...	...	...	...	...	501	501	653	653	652	652½	501	(*a*)	Indus Valley.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	152	(*a*)	Sind-Pishin, Southern Section.
1,353	1,353	1,503½	1,503½	1,617½	1,873½	2,043	2,155	2,183	2,960½	3,111½	3,638½	3,925½	3,980½	4,197½	4,758½	5,550½	Total State Imperial.
																	STATE PROVINCIAL.
28	28	28	28	28	28	28	28	28	28	28	28	28	43	55½	(*d*)	(*d*)	Calcutta and South-Eastern.
...	...	...	...	...	...	...	...	...	...	57	57	57	57	57	57	57	Patna-Gya.
...	...	...	...	...	...	...	...	...	...	...	12	12	12	12	12	12	Dildárnagar-Gházipur.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36	36	Bareilly-Pilibheet.
27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	Nalhát.
...	...	...	...	...	53	45	45	79	79	85	85	85	85	193	227	(*b*) 226	Tirhoot.
...	...	...	...	...	...	...	...	134½	232	242½	243½	260½	280	289	286	286	Northern Bengal.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10½	85½	Dacca.
...	...	...	...	...	...	29	29	29	29	29	78½	139	138	138	249	253½	Cawnpore-Achnera.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	51	65	65	Amritsar-Pathánkot.
...	...	...	...	...	...	...	...	...	...	...	53	98	149	149	149	149	Nágpur-Chhattísgarh.
...	...	...	...	...	...	...	...	161	161	161	161	161	161	254	254	327	Burma.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20½	(*b*) 291	Jodhát.
55½	55½	55½	55½	55½	109½	129½	129½	458½	656½	629½	745½	873½	952½	1,225½	1,309½	1,553½	Total State Provincial.
																	GUARANTEED COMPANIES.
735½	781½	830½	830½	858	858	858	858	858	857	857	858	858	861½	860½	860½	860½	Madras.
185½	185½	185½	185½	185½	185½	281½	474½	590½	612½	633	653½	653½	653½	654½	654½	654½	South Indian.
873½	1,258½	1,273½	1,278½	1,278½	1,278½	1,278½	1,278½	1,280½	1,280½	1,287½	1,288	1,288	1,288	1,288	1,288	1,288	Great Indian Peninsula.
307½	312½	349½	359½	389½	406	407½	416½	421½	421½	421½	421½	421½	435½	438½	438½	438½	Bombay, Baroda and Central India.
112	112	157	157	157	159	158½	159	159	159	158½	158½	155½	160	150½	(*c*)	(*c*)	Eastern Bengal.
42	42	42	203½	456½	540½	543½	543½	543½	543½	546½	546½	546½	546½	548½	595½	680½	Oudh and Rohilkhand.
630½	666½	666½	666½	663½	663½	663½	663½	663½	663½	663½	663½	663½	663½	691	691	(*a*)	Sind, Punjab and Delhi.
2,856½	3,358½	3,504½	3,801	3,988½	4,001½	4,191½	4,303½	4,525½	4,540½	4,568½	4,590½	4,590	4,611½	4,690½	4,528	3,922½	Total Guaranteed Companies
																	ASSISTED COMPANIES.
...	...	...	..	...	...	...	...	...	...	...	30	50	50	50	51	51	Darjeeling-Himalayan.
...	...	...	...	...	...	...	...	...	...	...	...	...	20	114	125½	125½	Bengal Central.
...	...	...	..	...	...	...	...	...	...	...	...	...	4	5½	5½	(*e*) 4	Deoghur.
...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	303	303	Bengal and North Western.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	22	Tarakeshwar.
...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	54½	54½	Rohilkhand-Kumaun.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	8	Thatón-Duyinzaik.
...	...	...	..	...	...	...	...	...	...	...	...	...	15	38½	77½	77½	Assam.
...	...	...	..	...	...	...	...	...	...	...	30	50	89	208	647	615½	Total Assisted Companies.
																	OTHER COMPANIES.
...	...	...	...	...	...	...	...	...	...	7½	7½	7½	7½	7½	7½	7½	Pondicherry.
...	...	...	...	...	...	...	...	...	...	7½	7½	7½	7½	7½	7½	7½	Total Other Companies.
																	NATIVE STATES.
...	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	Khámgaon.
...	...	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	Amraóti.
...	...	...	...	...	...	...	...	...	...	...	...	...	11½	11½	57	57	Bhopal-Itársi.
...	...	...	...	...	121	121	121	121	121	121	121	121	121	121	121	121	His Highness the Nizam's.
...	...	...	...	20	20	20	20	20	20	40½	56½	60½	60½	58½	58½	58½	His Highness the Gáekwar's.
...	...	...	...	...	...	...	...	...	...	...	105	192½	192½	193	193	193	Bhávnagar-Gondal.
...	...	...	...	...	...	...	...	...	...	...	...	58	86	87	140	140	Mysore.
...	...	...	...	...	...	...	...	...	...	...	...	...	18½	18½	64	64	Jodhpore.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	16	Rájpura-Patiála.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	Wadhwán-Morvi.
...	8	14	14	34	155	155	155	155	155	175½	296½	445½	503½	603½	663½	687½	Total Native States.
4,264½	4,775	5,077½	5,373½	5,695	6,227½	6,519	6,833	7,322½	8,212½	8,492½	9,308½	9,892½	10,144½	(*f*) 10,783	12,004½	12,376	TOTAL FOR ALL RAILWAYS.

(*d*) Acquired from the Bengal Government and included with Eastern Bengal.
(*e*) Rohini Branch, 1½ miles, closed.
(*f*) Excludes Rupar Branch, 48 miles, closed in 1884-85.

Statement showing the mileage of track, including sidings, on Open Lines of Railway in India, laid with the different kinds of sleepers.

Railway.	Miles of track (including sidings) laid with			Timber and iron bowl or plate sleepers intermixed.	Total.	Remarks.
	Timber sleepers.	Cast iron sleepers.	Steel sleepers.			
STATE IMPERIAL.						
East Indian	1,492·20	533·30	...	332·25	2,357·84	
Rajputana-Malwa, including Rewári-Ferozepore.	1,474·38	(*a*) 136·40	...	...	1,610·78	(*a*) Includes 23·80 miles wrought-iron.
Pátri	23·83	...	...	...	23·83	
Sindia	82·82	...	...	...	82·82	
Dhond-Manmád	5·30	154·40	...	...	159·70	
Southern Mahratta ...	150·49	...	187·39	...	337·88	
Eastern Bengal	234·01	(*b*) 57·91	...	...	291·92	(*b*) Includes wrought-iron sleepers 0·09 miles.
Wardha Coal	56·43	...	...	...	56·43	
Punjab Northern ...	498·48	0·98	0·45	...	499·91	
Indus Valley	714·68	20·50	...	...	735·18	
Total State Imperial ...	4,732·71	903·49	187·84	332·25	6,156·29	
STATE PROVINCIAL.						
Patna-Gya	...	8·84	...	54·20	63·04	
Dildárnagar-Gházipur ...	13·95	...	...	...	13·95	
Bareilly-Pilibheet ...	36·00	...	...	...	36·00	
Nalháti	27·75	1·00	...	...	28·75	
Tirhoot	169·00	87·00	...	...	256·00	
Northern Bengal	261·40	11·43	(*c*) 8·50	...	281·33	(*c*) Includes wrought-iron sleepers 4·41 miles.
Kaunia-Dharlla	39·53	...	...	...	39·53	
Dacca	98·96	...	...	...	98·96	
Cawnpore-Achnera	274·07	...	...	...	274·07	
Amritsar-Pathánkot ...	73·89	...	...	...	73·89	
Nágpur-Chhattísgarh ...	163·86	...	...	...	163·86	
Burma	375·93	...	...	...	375·93	
Jorhát	25·00	...	...	...	25·00	There is also a variable length of about 5½ miles from Gosáigion to cold weather ghát at Baraghop.
Total State Provincial ...	1,559·34	108·27	8·50	54·20	1,730·31	

Statement showing the mileage of track, including sidings, on Open Lines of Railway in India laid with the different kinds of sleepers—contd.

Railway.	Miles of track (including sidings) laid with			Timber and Iron bowl or plate sleepers intermixed.	Total.	Remarks.
	Timber sleepers.	Cast iron sleepers.	Steel sleepers.			
GUARANTEED COMPANIES.						
Madras	53·55	951·18	...	...	1,004·73	
South Indian	580·26	134·35	6·95	...	721·56	
Great Indian Peninsula ...	762·80	1,069·70	...	...	1,832·50	
Bombay, Baroda and Central India.	327·70	(*e*) 243·86	...	...	571·56	(*e*) Includes 15·53 miles wrought-iron.
Oudh and Rohilkhand ...	9·01	(*f*) 590·06	102·05	...	701·12	(*f*) Includes wrought-iron saddle sleepers ... Miles. 84·79 Corrugated wrought-iron pressure plate sleepers ... 17·58 102·37
Sind, Punjab and Delhi ...	443·29	393·53	...	...	836·82	
Total Guaranteed Companies...	2,176·61	3,382·68	109·00	...	5,668·29	
ASSISTED COMPANIES.						
Darjeeling-Himalayan ...	51·00	...	...	...	(*g*) 51·00	(*g*) Excluding sidings.
Bengal Central	144·98	...	...	...	144·98	
Deoghur	4·76	...	...	...	4·76	
Bengal and North Western ...	334·00	...	...	...	334·00	
Tárakeshwar	0·87	24·13	...	...	25·00	
Rohilkhand-Kumaun ...	57·00	...	...	...	57·00	
Thatón-Duyinzaik ...	1·38	(*h*) 6·62	...	...	8·00	(*h*) Patent wrought-iron transverse sleepers.
Assam	79·25	...	...	...	79·25	
Total Assisted Companies ...	673·24	30·75	...	...	703·99	
OTHER COMPANIES.						
Pondicherry	9·60	...	...	...	9·60	
Total Other Companies ...	9·60	...	...	...	9·60	
NATIVE STATES.						
Berar Lines	1·70	12·00	...	...	13·70	
Bhopal-Itársi	41·20	...	24·05	...	65·25	
His Highness the Nizam's ...	42·50	83·97	6·00	...	(*i*) 132·47	(*i*) Excluding Trimalgherri troop siding.
His Highness the Gaekwar's ...	64·29	...	...	...	64·29	
Bháynagar-Gondal	216·45	...	...	...	216·45	
Mysore	150·38	...	...	...	150·38	
Jodhpore	64·00	...	...	...	64·00	
Rájpura-Patiála	18·06	...	...	...	18·06	
Total Native States ...	598·58	95·97	30·05	...	724·60	
Grand Total ...	9,750·08	4,521·16	335·39	386·45	14,993·08	

CHAPTER III.

FUEL CONSUMPTION AND SUPPLY.

Fuel consumption.

The total fuel consumed on the Indian Railways during the year 1885 compares as noted below with that of 1884:

Year.	Coal.		Coke.	Patent fuel.	Wood.
	English.	Country.			
	Tons.	Tons.	Tons.	Tons.	Tons.
1885 ...	225,721	476,277	10,439	23,117	255,178
1884 ...	197,342	436,804	12,805	18,657	216,443

2. Particulars regarding the source and description of fuel in use on the principal lines, its average cost per ton, and consumption per train-mile are given in the following table:—

Railway.	Gauge.	Source and description of fuel used.	Total consumed.	Average cost per ton.	Per train-mile.		Consumption per 1,000 gross ton-miles during the first half of 1885.
					Consumption.	Cost.	
STATE IMPERIAL.			Tons.	Rs.	lbs.	As.	lbs.
East Indian ...	5′ 6″	Bengal Coal	203,350	2·13	47·56	0·72	137·89
Rajputana-Malwa ...	3 3½″	English and Bengal Coal, principally the latter.	86,064	20·10	33·95	4·87	189·53
Southern Mahratta ...	3′ 3½″	English Coal and wood, principally the former.	4,722	28·01	27·36	5·47	202·98
Eastern Bengal ...	5′ 6″	Bengal Coal ...	22,122	8·01	46·43	2·66	196·34
Wardha Coal ...	5′ 6″	Warora Coal	3,225	3·00	92·00	2·00	383·05
Punjab Northern ...	5′ 6″	English, Bengal and Salt range Coal and wood.	17,295	23·28	34·77	5·78	149·59
Indus Valley ...	5′ 6″	English Coal, Patent Fuel and wood, principally the latter.	(a)122,915	5·68	(a)117·13	4·76	(a)304·01
STATE PROVINCIAL.							
Bareilly-Pilibheet ...	3′ 3½″	Wood	747	3·44	57·00	1·40	Information not available.
Nalháti ...	4′ 0″	Bengal Coal	368	6·97	19·76	0·98	347·73
Tirhoot ...	3′ 3½″	Ditto	6,544	8·98	32·62	2·09	219·70
Northern Bengal ...	3′ 3½″	Ditto	10,369	10·78	32·39	2·49	212·80
Kaunia-Dhabla ...	2′ 6″	Ditto	805	16·02	25·38	2·90	612·57
Dacca ...	3′ 3½″	Ditto	878	12·12	26·94	2·33	143·35
Cawnpore-Achneea ...	3′ 3½″	Ditto	6,783	15·62	31·16	3·47	247·66
Nágpur-Chhattísgarh ...	3′ 3½″	Warora Coal ...	9,555	8·00	54·00	3·00	266·74
Burma ...	3′ 3½″	Patent Fuel and wood, principally the former.	6,783	19·71	21·30	2·99	121·44
Jorhát ...	2′ 0″	Makum Coal	149	21·00	54·00	8·00	898·37
GUARANTEED COMPANIES.							
Madras ...	5′ 6″	Wood and Patent Fuel, principally the former.	(a)105,204	5·53	(a)92·74	3·66	(a)431·84
South Indian ...	3′ 3½″	English and Australian Coal, principally the former.	21,446	16·32	26·74	3·12	184·26
Great Indian Peninsula ...	5′ 6″	English, Warora, Mopani, Bengal and Umaria Coal and wood, but principally English Coal	186,403	12·00	47·24	4·05	173·62
Bombay, Baroda and Central India	5′ 6″	English Coal and wood, a very small percentage of the latter	43,887	16·08	44·53	5·12	126·41
Oudh and Rohilkhand ...	5′ 6″	Bengal Coal ...	31,053	11·47	35·96	2·95	144·98
Sind, Punjab and Delhi ...	5′ 6″	English and Bengal Coal, Patent Fuel and wood.	57,805	17·35	38·63	4·79	142·49
ASSISTED COMPANIES.							
Deochur ...	3′ 3½″	Bengal Coal	198	5·12	31·00	1·12	Information not available.
Bengal and North Western ...	3′ 3½″	Ditto	7,561	12·00	29·68	2·56	218·00
Rohilkhand-Kumaun ...	3′ 3½″	Wood	(a)1,721	3·75	(a)53·72	1·44	(a)415·16
Assam ...	3′ 3½″	Makum Coal	1,265	7·12	32·10	1·63	Information not available.
NATIVE STATES.							
His Highness the Nizam's ...	5′ 6″	Wood (obtained locally) ...	(a)13,418	3·54	(a)85·94	2·17	(a)410·29
His Highness the Gaekwar's ...	2′ 6″	English Coal and wood ...	590	20·97	21·14	3·17	396·64
Bhávnagar-Gondal ...	3′ 3½″	English Coal	3,284	20·66	22·86	3·37	159·60
Mysore ...	3′ 3½″	Wood (Forest Department) ...	(a)6,493	4·66	(a)100·57	3·35	(a)715·09
Jodhpore	3′ 3½″	Bengal Coal	594	28·89	24·50	5·25	Information not available.

(a) In terms of wood.

3. The East Indian Railway collieries at Kurhurbaree and Serampore supplied 1,79,977 tons of steam coal for use on the Undertaking, the issue price for the June half-year being Rs. 2-3 per ton, for the December half-year Rs. 2-8 per ton.

Kurhurbaree and Serampore Collieries.

4. At the Warora Colliery the out-put of coal for the year ending 31st March 1886 was 96,258 tons, being 1,197 tons less than that of the previous year. The reduced out-put is due to an outbreak during March 1886 of gas in some of the pillar workings known as the "South-East Broken," which retarded the work for about ten days, and the breakage in the same month of one of the winding Engine crank shafts, which for some days completely stopped work at No. 4 pit. A new shaft for ventilating the whole mine was commenced, and nearly finished during the year. The "Waddle fan," which is to be fitted to it, has arrived.

Warora Colliery.

5. At the Umaria Colliery during the year ending 31st December 1885, 6,272 tons of coal were put out, of which 2,921 tons were sold, and 3,351 tons stacked. The rates at present paid to the contractors for cutting and raising coal amount to Rs. 3 per ton at the shaft, and Rs. 2-8-0 at the inclines. The winding engine-house and chimney and boiler-house at No. 3 pit, which will be the principal winding shaft, are in course of construction, also lines for the accommodation of the coolies. The necessary sidings are also being laid on.

Umaria Colliery.

6. On the 31st March 1885, the experimental boring alluded to in last year's report had reached a depth of 300 feet, in spite of many difficulties and obstacles. The veins of oil struck at the depths 28 feet and 56 feet had been tested, and a rich supply was found. The boring was continued during April, May, and June; but during July, August, and September the work was stopped owing to the intense heat.

Petroleum Borings at Khatun.

By the end of June the boring had reached a depth of 524 feet. A test of this boring was made at 390 feet, and resulted in an outturn of 160 barrels in 36 hours, a barrel being taken equal to 35 gallons. A further test of the first boring at 524 feet was made, and this test established the yield of the well at 400 gallons per day at that depth. These tests were both made with a 2-inch pump.

During the cessation of work in the months of July, August, and September, floods and storms occurred at Khatun which swept away the oil which had been stored in an impromptu tank, and overthrew the derrick.

A second boring was commenced in November last. Progress has been difficult not only owing to the nature of the shale soil, but also to the fact that the veins struck filled up the bore hole with a viscous oil, thus impeding the fall of the tools, and necessitating much work in casing, &c.

The different veins struck were at 62 feet, 92 feet, 115 feet, 125 feet, and 133 feet. The oil obtained is very thick and of a brown-black colour. It has a sulphurous odour, and is very viscous. It is used as fuel in the boiler at Khatun, and a supply has been sent to the Sukkur Railway shops for trials in the boilers, both stationary and locomotive.

The second boring was carried to a depth of 235 feet, and oil was struck six or seven times, rising each time to within 15 feet of the surface. The borings are now suspended, and efforts are being made to raise sufficient oil for a six months' trial of its use as locomotive fuel.

7. The first trials of the oil as locomotive fuel were made at Sukkur on the 30th March, with an engine fitted up for the purpose, and were, as far as they went, most satisfactory. In a subsequent experiment favorable results were obtained with the engine pulling a full loaded train, and the important question that now remains to be settled is what supply can be counted on, and at what cost? Trials are also being made as regards the use of the oil as a lubricant.

Petroleum fuel experiments on North Western Railway.

Coal Explorations, Punjab Salt Range.

8. The following extracts from a report by Dr. Warth, the officer in charge of the Coal Explorations in the Punjab Salt Range near Pind Dadan Khan, gives a *resumé* of the whole work of exploration up to date, and the results so far attained:—

The two plateaux which were specially examined are Dandot with Pid of about 3 square miles area, and Laknach with Chittidand of about 2 square miles: total 5 square miles. The plateaux are capped by nummulitic limestone of about 250 feet thickness, and underneath are shales and sands with coal.

Some coal crops out on the scarps, and in most cases it is possible to examine the coal by drifts from the outside in the scarp. The length of drifts made in the scarp is 5,070 feet, including 542 feet made last year. These drifts, about 40 in number, exposed the coal strata over an aggregate length of 2,056 feet. About four-fifths of the coal strata thus exposed were shown to be pure coal with a mean thickness of 19 inches.

In addition to the drifts in the scarp, three inclined shafts were also sunk on the plateaux through the covering of limestone, but not yet deep enough to reach the coal. The shaft on the Dandot plateau reached a depth of 241 feet without getting quite through the limestone.

Two bore holes were sunk on the Dandot plateau 2,000 feet apart. One came to a seam of good coal 18 inches thick at a depth of 340 feet. This bore hole is now 369 feet deep, and will be continued to ascertain if the water will drain off through the underlying sandstones. The other bore hole showed a trace of coal at 300 feet depth, and is being continued in coal shale (depth reached 331 feet).

Coal was also excavated for the use of the railway and stored at Khewra station. The outturn was raised from 40 tons a month to 300 tons, the total outturn for the budget year being 1,800 tons. The excavated portions of the seam were on an average 24 inches thick, in one case at Pid, 60 inches. Twelve inches would still be workable.

* * * * * *

The specific gravity of the coal was determined by Dr. Murray Thomson of Roorkee, and found 1·29. His analysis of two selected pieces of coal—(*a*) from Chittidand, (*b*) from Dandot—are as follows:—

		(*a*)	(*b*)
Volatile and water	... ...	45·76	42·12
Ash	... ...	6·75	3·36
Fixed carbon	... ...	47·49	54·52
	Total ...	100·00	100·00

Including all coal 10 inches thick and more, the quantity available at Dandot plateau would be about 1 million tons, and at Laknach and Chittidand ½ million tons: total 1½ million tons.

Singareni Coal Fields.

9. A concession has been granted to Messrs. Watson and Stewart of London, by the Government of His Highness the Nizam, giving the right to carry on mining operations within the territories of His Highness, and active measures are now being taken to organize means of sinking a trial shaft in the best position that can be selected in the coal fields of Singareni.

Makum (Assam) Coal.

10. The Makum Coal is used on the Assam Railway Company's line and on the Jorhat Railway but has not yet been brought into use for Locomotive purposes on any other line.

CHAPTER IV.

STORES—ROLLING STOCK.

Expenditure in England.

The total expenditure on State Railway stores purchased in England through the agency of the India Office during the twelve months ended the 31st December 1885 has been—

	£
A.—Iron bridgework	234,410
B.—Engineer's plant	8,508
C.—Workshop machinery	17,604
D.—Permanent-way	1,129,457
E.—Locomotive and rolling stock	443,217
F.—Station materials and fencing	30,222
G.—Tools and stores	32,360
Total ...	1,895,778

Expenditure in India.

2. The total expenditure by the Port Storekeepers for State Railway Stores purchased locally during 1885-86 has been—

	Rs.
Calcutta	14,29,000
Bombay	10,58,830
Kurrachee	15,13,000
Total ...	40,00,830

Cost of establishment at ports.

3. The cost of the several Port Store establishments for the official year 1885-86 has been—

	Rs.
Calcutta	23,053
Bombay	27,693
Kurrachee	17,929
Total ...	68,675

Ships employed.

4. The number of ships employed in bringing out State Railway stores during the calendar year 1885 was—

	No.	Tons.
To Calcutta	113	47,285
„ Bombay	93	17,298
„ Kurrachee	86	102,925
„ Madras	29	19,084
„ Rangoon	11	1,294

Insurance.

5. There were no losses of stores at sea during 1885-86.

6. During the calendar year 1885 the reserve stores at the three ports were reduced to the extent shown below:

Reserve stores.

Stores depôt at	Balance on 1st January 1885.	Balance on 31st December 1885.	Decrease.	Increase.	Remarks.
	£	£	£	£	
Calcutta	36,173	36,300	...	127	The conversion of "Indian" into "English" currency has here been made on the basis of Rs. 10 being equal to £1
Bombay	21,112	13,365	7,747	...	
Kurrachee	15,710	10,071	5,639	...	
Total ...	72,995	59,736	13,386	127	
Net decrease ...	...	...	13,259	...	

7. The most important feature in the stores working of the year has been the landing and forwarding from Kurrachee of the large quantity of supplies required for the prosecution of the frontier railways, and for the reserve of material ordered to be collected in the Pishin Valley. This, though at times severely taxing the arrangements at that port, has in the main been successfully carried out by the Department.

Table showing the number of Locomotives and Vehicles on the various Lines.

Railway.	Locomotives.		Coaching Vehicles.		Goods Vehicles.		Brake-vans.		Total Number of Vehicles.		Remarks.
	Number on 31st December 1884.	Number on 31st December 1885.	Number on 31st December 1884.	Number on 31st December 1885.	Number on 31st December 1884.	Number on 31st December 1885.	Number on 31st December 1884.	Number on 31st December 1885.	Number on 31st December 1884.	Number on 31st December 1885.	
5′ 6″ GAUGE.											
STATE IMPERIAL.											
East Indian	558	576	1,178	1,218	8,551	8,951	341	341	10,070	10,510	
Eastern Bengal ...	72	82	305	301	1,571	1,639	48	48	1,924	1,991	
Wardha Coal	7	7	14	14	288	325	10	10	312	349	
Punjab Northern	82	82	260	261	1,252	1,252	118	112	1,630	1,625	
Indus Valley	167	189	301	310	2,879	3,052	112	107	3,292	3,469	
STATE PROVINCIAL.											
Amritsar-Pathankot ...	5	5	24	24	40	130	5	5	69	159	
GUARANTEED COMPANIES.											
Madras	157	149	465	483	2,840	2,828	138	138	3,443	3,449	
Great Indian Peninsula ...	499	542	910	(a)979	7,778	7,783	566	538	9,254	9,300	
Bombay, Baroda and Central India	103	123	356	356	3,030	3,258	63	68	5,449	3,682	
Oudh and Rohilkhand ...	125	141	330	357	3,167	3,357	75	90	3,572	3,804	
Sind, Punjab and Delhi ...	159	159	583	593	3,393	3,393	117	127	4,093	4,113	
ASSISTED COMPANIES.											
Bengal Central			Included with the Eastern Bengal State Railway.								
NATIVE STATES.											
His Highness the Nizam's ...	9	13	59	59	136	135	15	15	210	209	
Rájpura-Patiála		Worked with Stock provided by the Sind, Punjab and Delhi Railway Company.									
Total 5′ 6″ Gauge ...	1,943	2,068	4,785	4,958	34,925	36,103	1,608	1,599	41,318	42,660	
METRE AND SMALLER GAUGE.											
STATE IMPERIAL.											
Rajputana-Malwa	373	360	995	1,070	5,884	6,319	236	257	7,115	7,646	
Southern Mahratta	31	69	62	122	577	757	17	27	656	906	
Sind-Sagar Eastern Section ...	12	14	33	33	224	224	10	10	267	267	
STATE PROVINCIAL.											
Bareilly-Pilibheet	Worked with Stock provided by the Rohilkhand-Kamaun Railway Company.										
Nalhati	4	4	12	12	24	24	2	2	38	39	
Tirhoot	34	37	100	102	507	534	20	20	627	656	
Northern Bengal	38	49	132	138	860	969	28	30	1,020	1,137	
Kaunia-Dharlla	5	5	16	24	67	67	4	3	87	94	
Dacca	...	14	...	21	...	135	...	5	...	161	
Cawnpore-Achnera	35	35	150	164	517	517	14	26	681	707	
Nágpur-Chhattísgarh ...	25	27	52	66	726	752	18	24	796	842	
Burma	47	52	235	305	1,432	1,597	30	41	1,697	1,943	
Jorhát	3	3	...	2	34	54	2	3	36	59	
GUARANTEED COMPANIES.											
South Indian	122	126	449	462	1,563	1,805	85	87	2,097	2,354	
ASSISTED COMPANIES.											
Darjeeling-Himalayan ...	13	...	35	...	81	...	...	...	116	...	
Deoghur	2	2	10	10	6	6	...	...	16	16	
Bengal and North Western ...	11	40	37	153	175	744	7	32	219	929	
Rohilkhand-Kumaun ...	...	8	...	43	...	142	...	12	...	197	
Assam	12	12	13	14	283	380	13	13	309	407	
NATIVE STATES.											
His Highness the Gaekwar's ...	6	6	27	27	187	187	6	6	220	220	
Bhávnagar-Gondal	20	20	111	115	549	589	22	22	682	726	
Mysore	15	19	100	100	218	261	9	9	327	370	
Jodhpore	3	4	16	16	50	51	3	3	69	70	
Total Narrow Gauge ...	811	906	2,585	2,939	13,964	16,114	526	632	17,075	19,745	

(a) Includes 28 compound Third Class incline vans.

Note.—The returns of the Darjeeling-Himalayan and Thaton-Duyinzaik Railways have not been received.

Statement showing the number of Engines and Vehicles used in conveying traffic and

Railway.	NUMBER OF ENGINES AND VEHICLES USED IN CONVEYING						
	Engines.	CARRIAGES.					
		First Class.	Second Class.	Third or intermediate class.	Fourth or lowest class.	Composite.	Total number.
STATE IMPERIAL.							
East Indian	576	91	109	61	745	26	1,032
Rajputana-Malwa	360	95	82	30	636	53	896
Southern Mahratta	69	8	2	...	88	7	105
Eastern Bengal	82	32	10	50	153	39	284
Wardha Coal	7	1	1	5	6	1	14
Punjab Northern	96	22	31	176	...	14	243
Indus Valley	189	26	33	15	177	10	261
Total State Imperial ...	1,379	275	268	337	1,805	150	2,835
STATE PROVINCIAL.							
Bareilly-Pilibheet		Worked with stock provided by the Rohilkhand-Kumaun Railway.					
Nalhâti	4	2	1	6	...	2	11
Tirhoot	37	15	6	6	52	4	83
Northern Bengal	49	23	9	10	64	13	119
Kaunia-Dhabla	5	1	...	...	19	4	24
Dacca	14	1	1	...	17	2	21
Cawnpore-Achnera	35	7	6	...	124	21	158
Amritsar-Pathánkot	5	2	2	...	20	...	24
Nágpur-Chhattísgarh	27	1	2	38	...	18	59
Burma	52	15	25	...	223	20	282
Jorhát	3	...	...	..	...	2	2
Total State Provincial ...	231	67	52	60	518	86	783
GUARANTEED COMPANIES.							
Madras	149	38	61	271	...	28	398
South Indian	126	23	26	21	320	30	420
Great Indian Peninsula	542	83	150	...	493	73	799
Bombay, Baroda and Central India	123	22	42	240	...	18	322
Oudh and Rohilkhand	141	52	4	20	252	2	330
Sind, Punjab and Delhi	159	44	30	25	363	30	492
Total Guaranteed Companies ...	1,240	262	313	577	1,428	181	2,761
ASSISTED COMPANIES.							
Bengal Central		Included with the Eastern Bengal Railway.					
Deoghur	2	...	...	8	...	2	10
Bengal and North Western	40	8	...	4	117	13	142
Rohilkhand-Kumaun	8	12	...	...	30	...	42
Assam	12	1	...	7	...	5	13
Total Assisted Companies ...	62	21	...	19	147	20	207
NATIVE STATES.							
His Highness the Nizam's	13	8	7	31	...	...	46
His Highness the Gaekwar's	6	2	3	18	4	...	27
Bhávnagar-Gondal	20	15	10	74	...	6	105
Mysore	19	14	6	...	71	1	92
Jodhpore	4	2	1	10	...	1	14
Rájpura-Patiála		Worked with stock provided by Sind, Punjab and Delhi Railway.					
Total Native States ...	62	41	27	133	75	8	284
Total of all Railways ...	2,974	666	660	1,126	3,973	445	6,870

NOTE.—The Returns of the Darjeeling-Himalayan and Thatón

the number of miles travelled by trains during the year ending 31st December 1885.

TRAFFIC.			NUMBER OF TRAIN-MILES RUN.					
Miscellaneous coaching vehicles (excluding brakes).	Goods vehicles of all descriptions (excluding brakes).	Brake-vans.	Passenger.	Goods.	Mixed.	Total Passenger and Goods.	Number of train-miles per open mile.	Railway.
								STATE IMPERIAL.
186	8,951	341	3,676,163	5,902,132	2,858,420	9,578,295	5,697·13	EAST INDIAN.
174	6,319	257	1,892,910	3,784,949	2,118,667	5,677,859	4,023·48	RAJPUTANA-MALWA.
17	757	27	135,968	250,629	210,074	386,597	1,458·86	SOUTHERN MAHRATTA.
20	1,639	48	585,779	481,464	178,960	1,067,243	4,560·86	EASTERN BENGAL.
...	325	10	25,173	52,953	65,700	78,126	1,736·13	WARDHA COAL.
51	1,476	122	581,122	533,081	760,079	1,114,203	2,494·02	PUNJAB NORTHERN.
49	3,052	107	409,425	1,941,135	963,590	2,350,560	3,563·84	INDUS VALLEY.
497	22,519	912	7,306,540	12,946,343	7,155,490	20,252,883	4,229·70	TOTAL STATE IMPERIAL.
								STATE PROVINCIAL.
...	...	...	12,454	16,904	26,280	29,358	815·50	BAREILLY-PILIBHEET.
1	24	2	26,542	15,133	39,785	41,675	1,529·36	NAIHÁTI.
19	534	20	244,123	225,262	343,740	469,385	2,076·92	TIRHOOT.
19	969	30	266,674	450,338	413,096	717,012	2,876·68	NORTHERN BENGAL.
...	67	3	14,366	12,506	26,872	26,872	725·68	KAUNIA-DHARLLA.
...	135	5	19,602	53,430	28,649	73,032	1,749·68	DACCA.
6	517	26	247,710	239,849	407,070	487,559	1,956·97	CAWNPORE-ACHNERA.
...	130	5	78,779	23,962	96,924	102,741	1,546·84	AMRITSAR-PATHÁNKOT.
7	752	24	94,895	302,367	226,020	397,262	2,666·19	NÁGPUR-CHHATTÍSGARH.
23	1,597	41	439,232	275,771	240,910	715,003	2,458·74	BURMA.
...	54	3	4,834	24,952	616	29,786	1,215·75	JORHÁT.
75	4,779	159	1,449,211	1,640,474	1,849,962	3,089,685	2,211·45	TOTAL STATE PROVINCIAL.
								GUARANTEED COMPANIES.
85	2,828	138	927,919	1,301,341	722,868	2,229,260	2,589·54	MADRAS.
42	1,805	87	766,245	1,030,616	866,855	1,796,861	2,714·29	SOUTH INDIAN.
180	7,783	538	2,841,839	5,996,804	702,122	8,838,643	5,887·64	GREAT INDIAN PENINSULA.
34	3,258	68	928,626	1,276,330	336,103	2,204,956	4,782·98	BOMBAY, BARODA AND CENTRAL INDIA.
27	3,357	90	584,449	911,538	942,480	1,495,987	2,474·75	OUDH AND ROHILKHAND.
101	3,393	127	1,242,808	2,108,995	803,431	3,351,803	4,763·38	SIND, PUNJAB AND DELHI.
469	22,424	1,048	7,291,886	12,625,624	4,373,865	19,917,510	4,155·33	TOTAL GUARANTEED COMPANIES.
								ASSISTED COMPANIES
...	...	...	203,651	58,238	219,874	261,889	2,083·61	BENGAL CENTRAL.
...	6	...	...	...	14,231	14,231	2,946·38	DEOGHUR.
11	744	32	206,483	364,120	286,411	570,603	1,940·83	BENGAL AND NORTH WESTERN.
1	142	12	35,291	36,474	51,021	71,765	1,071·12	ROHILKHAND-KUMAUN.
1	380	13	37,602	50,660	56,402	88,262	1,131·56	ASSAM.
13	1,272	57	483,027	509,492	627,939	1,006,750	1,783·44	TOTAL ASSISTED COMPANIES.
								NATIVE STATES.
13	135	15	173,293	176,404	177,144	349,697	2,903·49	HIS HIGHNESS THE NIZAM'S.
...	187	6	34,626	27,879	43,253	62,505	1,063·01	HIS HIGHNESS THE GAEKWAR'S.
10	589	22	178,613	143,269	148,254	321,882	1,665·97	BHÁVNAGAR-GONDAL.
8	261	9	73,641	70,985	194,178	144,626	1,034·89	MYSORE.
2	5	3	30,675	21,826	44,168	52,501	870·23	JODHPORE.
...	...	...	19,391	5,072	28,200	24,463	1,548·29	RÁJPURA-PATIÁLA.
33	1,223	55	510,239	445,435	540,197	955,674	1,624·38	TOTAL NATIVE STATES.
1,087	52,217	2,231	17,040,903	28,167,368	14,547,453	45,222,502	3,740·10	TOTAL OF ALL RAILWAYS.

Duyinzaik Railways have not been received.

8. The following statement gives the average number of Locomotives employed on the principal railways and the average work obtained from each during the two halves of 1885:

Railway.	Number of Locomotives.		Total Engine Mileage.		Average Mileage per Engine.		Average Mileage per Engine per diem.	
	Half-year ending 30th June 1885.	Half-year ending 31st December 1885.	Half-year ending 30th June 1885.	Half-year ending 31st December 1885.	Half-year ending 30th June 1885.	Half-year ending 31st December 1885.	Half-year ending 30th June 1885.	Half-year ending 31st December 1885.
5′ 6″ Gauge.								
STATE IMPERIAL.								
East Indian	548	560	5,413,709	5,226,812	9,879	9,334	54·58	50·73
Eastern Bengal	82	82	760,866	834,346	9,279	10,175	51·26	55·29
Punjab Northern	86	96	673,903	559,430	8,424	5,827	46·54	31·66
Indus Valley	161	166	1,328,764	1,334,043	8,253	8,036	45·60	43·68
GUARANTEED COMPANIES.								
Madras	149	149	1,250,653	1,290,336	8,394	8,660	46·37	47·07
Great Indian Peninsula ...	520	542	5,629,969	4,082,554	10,827	7,532	59·82	40·93
Bombay, Baroda and Central India.	108	123	1,302,726	1,131,204	12,062	9,197	66·64	49·98
Oudh and Rohilkhand ...	135	141	985,995	948,158	7,585	6,972	41·90	37·89
Sind, Punjab and Delhi ...	164	164	2,055,296	1,825,335	12,532	11,130	69·24	60·49
NATIVE STATES.								
His Highness the Nizam's ...	13	13	181,061	188,575	13,928	14,506	76·95	78·83
Metre Gauge.								
STATE IMPERIAL.								
Rajputana-Malwa	353	(a)	3,163,152	(a)	8,961	(a)	49·51	(a)
STATE PROVINCIAL.								
Tirhoot	34	37	315,239	260,838	9,272	7,049	51·23	38·31
Northern Bengal	46	49	434,186	387,711	9,439	7,912	52·15	43·00
Cawnpore-Achnera	34	35	315,428	247,890	9,277	7,082	51·25	38·49
Nagpur-Chhattisgarh ...	27	27	280,480	150,765	10,388	5,584	57·39	30·34
Burma	36	40	418,183	430,983	11,616	10,775	64·18	58·56
GUARANTEED COMPANIES.								
South Indian	120	124	1,026,586	1,063,818	8,555	8,579	47·26	46·62
NATIVE STATES.								
His Highness the Gaekwar's (2′ 6″ gauge).	6	(a)	35,146	(a)	5,858	(a)	32·36	(a)
Bhavnagar-Gondal ...	20	20	1,93,421	138,491	9,671	6,924	53·43	37·63
Mysore	13	19	81,595	90,989	6,276	4,789	34·68	2,603

(a) Information not available.

CHAPTER V.

CAPITAL.

The total Capital expenditure on Indian Railways up to the 31st December 1885, including lines under construction, amounted to £166,146,651, which may be allocated as follows :—

	£
East Indian	... 35,451,639
Eastern Bengal	* ... 4,803,143
Guaranteed	... 67,895,696
Assisted Companies	... 3,808,232
State, Imperial and Provincial	... 49,031,702
Native States	... 5,156,239
Total	...166,146,651

The Indian expenditure on Guaranteed lines is converted into sterling at the contract rates of exchange. That on other lines at 2*s.* the rupee. On the State lines the indirect charges are not included.

2. The total amount of capital raised by the various Guaranteed and Assisted Railway Companies, and by Imperial lines worked by Companies, as far as known, amounted, on the 31st December 1885, to £74,635,261, as under—

GUARANTEED RAILWAYS.

£			
54,423,509	Consists of share Capital raised at	5	per cent.
1,169,624	„ „	4¾	„
500,000	„ „	4½	„
3,131,300	„ Debentures raised at	4	„
4,481,800	„ „ „	3½	„
425,000	„ Debenture stock raised at	4½	„
3,086,150	„ „ „	4	„
157,394	Capital not bearing Interest.		
Total ... 67,374,777			

IMPERIAL LINES WORKED BY COMPANIES.

	£	£
Share capital raised at 4 per cent.—		
Southern Mahratta	2,347,920	
Indian Midland	2,262,564	
		4,610,484
Debentures raised at 3½ per cent.—		
Southern Mahratta		1,700,000
TOTAL ...		6,310,484

ASSISTED RAILWAYS.

	£	£
Share capital raised at 4 per cent. —		
Bengal Central	770,000	
Rohilkhand-Kumaun	180,000	... 950,000*

3. The Capital not bearing interest is made up thus :—

	£	£	£
Premium on share Capital and Debentures ...	...	...	434,303
Discount on Debenture Stock—			
Stock represented, as shewn above ...	3,511,150		
Cash received	3,255,148		
		256,002	
Discount on Debentures—			
Amount of Debentures, as shewn above ...	7,613,100		
Cash received	7,592,193		
		20,907	
	Total Discount		276,909
	Balance, excess premium	...	157,394

* This represents the capital raised to 30th June 1885. After that date the information has not been furnished for these lines by the India Office, and it is not known whether any further capital has been raised.

4. The following tables contain the information regarding the Capital transactions of State and Guaranteed Railways which has usually been given in the annual reports:

Statement of Debenture Loans on 31st December 1885.

Railway.	Amount.		Rate of interest.	Date on which loan expires.	Remarks.
	£	£			
Madras ...	140,000		3½	31st December 1886.	
	97,800		3½	30th June 1887.	
	60,000		3½	31st December 1888.	
	102,200		4	31st December 1890.	
		400,000			
South Indian ...	420,200		3½	1st July 1887.	
	213,700		3½	1st July 1889.	
	86,100		3½	1st July 1891.	
		720,000			
Great Indian Peninsula ...	818,200		3½	1st January 1887.	
	1,068,800		4	1st July 1888.	
	200		3½	1st January 1889.	
	2,100		3½	1st January 1891.	
		1,889,300			
Bombay, Baroda and Central India.	100,000		3½	5th May 1889.	
	88,500		3½	1st August 1891.	
		188,500			
Oudh and Rohilkhand ...	500,000		3½	24th January 1887.	
	155,000		3½	16th May 1887.	
	615,300		4	4th June 1887.	
	529,000		3½	16th August 1887.	
	200,000		4	1st October 1887.	
	300,000		4	1st May 1888.	
	345,000		4	16th May 1888.	
	500,000		4	1st June 1888.	
	740,000		3½	1st August 1888.	
	500,000		3½	1st December 1890.	
	31,000		3½	16th August 1891.	
		4,415,300			
Eastern Bengal ...	409,700		4	12th July 1886.	
		409,700.			
Southern Mahratta ...	1,445,000		3½	1st October 1891.	
	255,000		3½	1st October 1894.	
		1,700,000			
		9,722,800			

Statement of Expenditure in England and India on Indian State Railways appropriated to the various Undertakings to 31st December 1885.

Statement of Expenditure in England and India on Indian State

Excluding the East Indian

State Railways.	Expenditure appropriated.			Preliminary expenses.	Land.	Construction of line.	Ballast and permanent-way.
	England.	India.	Total.				
Railways constructed and under construction.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Imperial.							
Rajputana-Malwa *	2,72,07,860	8,37,65,709	11,09,73,569	22,00,058	8,65,955	2,81,44,358	3,21,79,156
Sindia	14,62,381	74,89,112	89,51,493	2,64,859	20,531	50,98,258	21,73,397
Dhond and Manmad	43,15,967	59,47,311	1,02,63,278	1,28,698	96,808	32,57,782	50,18,175
Wardha Coal	10,41,462	56,24,292	66,65,754	91,642	4,726	15,74,618	20,76,875
Punjab Northern { Lahore-Rawalpindi Section.	75,52,723	3,95,79,899	4,71,32,622	8,77,414	5,43,304	2,09,33,848	1,05,91,896
Punjab Northern { Northern Section... ...	63,65,171	2,05,90,928	2,69,56,099	2,15,237	3,16,512	1,06,54,968	71,03,986
Indus Valley †	1,96,34,062	6,81,58,699	8,77,92,761	13,33,864	4,29,151	2,67,91,068	2,66,56,112
Sind-Sagar (Eastern Section)	3,15,593	6,84,046	9,99,639	9	...	1,09,789	7,11,074
Sind- Pishin. Northern Section	37,21,905	1,40,90,549	1,78,12,454	45,133	65,413	98,31,542	7,07,266
Pishin. Darwaza-Quetta Section ...	...	1,69,238	1,69,238	464	259	66,816	1,000
Sutlej Bridge (Ferozepore)	...	11,85,342	11,85,342	11,368	...	3,71,968	1,78,459
Bellary-Kistna	...	70,77,285	70,77,285	2,24,761	42,183	24,56,519	9,82,417
Cuddapah-Nellore	...	27,55,865	27,55,865	48,997	53,245	6,57,290	1,14,591
Nagpur-Bengal	...	15,58,696	15,58,696	3,33,075	57,848	7,63,633	6,197
Bilaspur-Etawah (Katni-Umaria Section)	1,37,781	26,00,908	27,38,689	29,600	7,517	9,11,924	6,09,909
Sind-Sagar (Western Section)... ...	4,16,557	13,77,218	17,93,775	76,995	24,473	6,86,971	1,47,603
Bolan	1,84,356	43,17,485	45,01,841	2,678	...	3,48,630	5,40,092
Provincial.							
Patna-Gya	8,59,348	31,78,483	40,37,831	6,904	64,557	7,02,932	23,12,860
Dildarnagar-Ghazipur	...	7,05,859	7,05,859	2,218	9,406	1,32,029	3,86,899
Bareilly-Pilibheet	1,69,420	12,48,118	14,17,538	50,619	38,075	2,98,643	6,93,329
Nalhati	3,89,207	—42,256	3,46,951	...	...	21,690	1,90,420
Tirhoot	35,23,778	1,09,24,137	1,44,47,915	72,011	5,47,629	27,09,260	57,33,547
Northern Bengal	59,45,684	1,58,07,751	2,17,53,435	96,768	8,17,934	57,30,829	56,13,195
Kaunia and Dharlla	...	9,61,539	9,61,539	910	14,431	88,440	4,96,018
Dacca	12,68,030	43,86,201	56,54,231	1,30,016	3,61,991	12,43,306	15,62,129
Assam- Behar { Bebar Section	5,02,690	30,40,401	35,43,091	92,434	2,20,933	13,33,908	4,46,717
Assam- Behar { Tirhoot Section	2,59,078	23,02,094	25,61,172	96,109	98,850	6,70,019	3,65,057
Cawnpore-Achnera	9,93,605	1,02,46,382	1,12,39,987	71,150	2,29,105	22,95,449	44,68,177
Lucknow-Sitapur and Kheri	...	11,28,029	11,28,029	77,640	57,126	2,68,516	73,133
Amritsar and Pathankot	...	55,83,671	55,83,671	44,373	1,81,078	11,10,829	28,79,148
Nagpur and Chhattisgarh	24,58,268	83,10,752	1,07,69,020	2,17,798	44,293	37,32,475	26,20,135
Rangoon and Irrawaddy Valley ...	27,13,672	1,13,36,793	1,40,50,465	56,589	2,27,054	38,60,984	43,11,512
Rangoon and Sittang Valley ...	32,09,755	1,00,25,123	1,32,34,878	2,30,796	44,604	52,70,229	32,21,208
Jorhat	...	5,14,641	5,14,641	388	3,686	1,02,792	2,59,791
Cherapoonjee Mountain	....	4,81,665	4,81,665	...	...	1,31,573	1,50,429
Total ...	9,46,48,353	35,71,11,965	45,17,60,318	71,31,575	54,88,677	14,14,73,085	12,55,81,909
Umaria Colliery	...	2,27,954	2,27,954	58,947	...	...	...
Surveys and Railways in abeyance...	...	16,20,228	16,20,228	8,43,934	90,216	90,529	...
Native States.							
Khamgaon	...	4,90,739	4,90,739	369	1,116	1,10,457	2,78,600
Amraoti	...	4,44,730	4,44,730	11,799	2,450	95,282	2,41,571
Bhopal	...	60,21,375	60,21,375	... (a)	13,322	33,89,327	17,74,953
Nizam's	...	2,48,05,422	2,48,05,422	2,05,84,752	....	6,10,691	10,97,977
Bhavnagar-Gondal	...	96,25,031	96,25,031	51,357	...	32,48,224	27,78,416
Bangalore- Mysore { Metre gauge	...	64,89,345	64,89,345	1,27,866	58,366	16,42,312	23,45,430
Bangalore- Mysore { Broad „	..	62,882	62,882	328	19,277	40,407	7,344
Total	...	4,79,39,524	4,79,39,524	2,07,76,451	85,531	91,36,700	85,24,291
Grand Total	9,46,48,353	40,66,71,717	50,13,20,070	2,87,51,960	56,64,424	15,07,00,314	13,41,06,200

(a) Includes Purchase Money.

The transactions of the Holkar and Rewari-Ferozepore State Railways are included in the Rajputana-Malwa Railway.

Railways appropriated to the various Undertakings to 31st December 1885.

and Eastern Bengal State Railways.

Classification of Expenditure.								State Railways.
Stations and buildings.	Steam-ferries.	Collieries.	Plant.	Rolling-stock.	Establishment.	Suspense accounts.	Receipts on Capital account deducted.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	RAILWAYS CONSTRUCTED AND UNDER CONSTRUCTION.
								IMPERIAL.
1,51,06,875	...	...	25,89,670	1,79,20,644	76,70,047	44,05,128	1,08,392	Rajputana-Malwa. *
6,68,625	...	...	21,535	83,875	5,89,690	30,723	...	Sindia.
7,89,271	...	...	1,67,833	17,298	7,73,393	9,739	15,719	Dhond and Manmad.
4,02,786	...	6,44,723	4,02,298	7,23,879	6,10,952	1,42,130	8,875	Wardha Coal.
29,39,648	...	...	18,27,712	45,66,615	48,24,652	10,44,602	1,17,069	Punjab Northern { Lahore-Rawal-pindi Section. Northern Section.
34,29 709	...	...	13,81,334	27,25,807	11,45,308	−6,365	10,397	
68,57,237	5,14,781	...	26,00,633	1,27,01,428	73,50,748	26,58,009	1,00,270	Indus Valley. †
72,337	...	..	5,408	...	7,557	93,405	...	Sind-Sagar (Eastern Section).
2,01,998	...	...	7,11,647	1,20,557	7,62,006	53,75,873	8,981	Sind-Pishin. { Northern Section. Darwaza-Quetta Section.
14,945	...	...	10,315	...	35,808	39,631	...	
7,094	...	...	61,808	36,713	51,738	4,66,906	802	Sutlej Bridge (Ferozepore).
4,24,829	...	...	4,31,691	1,68,842	5,93,989	17,59,308	7,254	Bellary-Kistna.
1,13,973	...	...	1,19,854	9,183	2,59,416	13,81,934	2,618	Cuddapah-Nellore.
70,408	...	...	84,446	8,105	2,37,328	343	2,687	Nagpur-Bengal.
41,250	...	...	1,91,807	...	1,26,215	8,20,947	480	Bilaspur-Etawah (Katni-Umaria Section).
6,790	...	...	1,05,623	8,970	1,05,706	6,31,282	638	Sind-Sagar (Western Section).
58,629	...	...	47,313	4,18,946	1,47,478	29,38,827	352	Bolan.
								PROVINCIAL.
4,65,766	...	...	67,972	1,42,455	2,39,866	34,519	...	Patna-Gya.
1,08,558	...	...	7,353	...	58,351	1,045	...	Dildarnagar-Ghazipur.
2,37,196	...	...	13,858	...	88,920	102	3,202	Bareilly-Pilibheet.
25,600	...	...	7,500	46,916	30,000	28,988	4,163	Nathati.
20,69,569	4,98,824	...	3,68,207	14,82,957	9,72,253	...	6,342	Tirhoot.
26,82,676	4,44,197	...	9,17,546	28,16,124	21,98,733	4,78,777	43,344	Northern Bengal.
21,142	1,24,193	...	8,782	1,68,395	8,291	30,937	...	Kaunia and Dharlla.
9,04,994	...	...	2,40,519	6,18,817	3,39,998	2,59,907	7,446	Dacca.
1,88,986	...	...	1,44,886	91,296	2,67,682	7,58,391	2,142	Assam.
79,666	...	...	1,50,021	57,373	1,14,718	9,30,773	1,414	Behar { Behar Section. Tirhoot Section.
12,83,225	...	...	2,87,679	16,73,194	6,07,295	3,25,585	872	Cawnpore-Achnera.
23,451	...	...	11,554	2,39,941	69,622	3,07,093	47	Lucknow-Sitapur and Kheri.
6,41,109	...	...	40,951	5,31,503	1,62,581	65,809	73,710	Amritsar and Pathankot.
12,42,221	...	...	4,84,928	13,79,453	7,89,444	2,64,636	6,363	Nágpur and Chhattisgarh.
19,27,529	...	...	4,05,987	21,74,910	10,83,139	...	6,239	Rangoon and Irrawaddy Valley.
10,67,764	...	...	3,19,343	13,87,790	9,50,480	7,53,251	10,587	Rangoon and Sittang Valley.
39,791	...	...	12,002	67,840	25,630	2,781	60	Jorhat.
1,01,484	...	...	5,014	51,890	41,275	...	...	Cherapoonjee Mountain.
4,43,16,531	15,81,995	6,44,723	1,42,75,177	5,24,41,716	3,33,40,309	2,60,35,016	5,50,395	TOTAL.
...	...	...	1,11,827	...	41,584	15,644	48	Umaria Colliery.
...	...	...	41,725	...	5,31,114	25,058	2,848	SURVEYS AND RAILWAYS IN ABEYANCE.
								NATIVE STATES.
46,380	...	...	3,503	11,669	30,720	8,169	244	Khamgaon.
43,298	...	...	3,016	8,641	28,669	10,064	...	Amraoti.
3,19,161	...	...	9,551	...	3,54,109	1,65,003	4,051	Bhopal.
1,49,919	(b) 20,904	...	1,23,721	1,52,365	2,39,541	18,25,958	406	Nizam's.
11,76,047	...	...	3,42,521	12,86,991	5,04,535	2,44,588	7,628	Bhavnagar-Gondal.
5,18,246	...	...	1,51,203	9,80,348	4,47,417	2,38,442	20,235	Bangalore. { Metre gauge.
...	...	...	500	...	4,026	...	...	Mysore. { Broad „
22,53,051	20,904	...	6,34,015	24,40,014	16,08,957	24,92,224	32,614	TOTAL.
4,65,69,582	16,02,899	6,44,723	1,49,50,917	5,48,81,730	3,54,80,380	2,85,32,298	5,85,357	GRAND TOTAL.

(b) General Contingencies.

† Includes the Capital outlay of the Sind-Pishin, Southern Section.

GUARANTEED AND ASSISTED RAILWAYS.

Statement showing the amount of Capital authorised to be raised for each undertaking as now sanctioned, the amount raised, and the amount withdrawn to 31st December 1885.

Railway.	Amount authorised to be raised on 31st December 1885.					Amount raised in England to 31st December 1885.						Amount raised in India to 31st December 1885.		Total amount to 31st December 1885.	Total amount withdrawn to 31st December 1885.
	Share Capital.	Debentures.	Debenture Stock.	Capital not bearing interest.	Total.	Share Capital.	*Debentures.* Amount of Debentures.	*Debentures.* Cash received.	*Debenture Stock.* Stock represented.	*Debenture Stock.* Cash received.	Capital not bearing interest.	Share Capital.	Capital not bearing interest.		
GUARANTEED.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Madras ...	10,265,479	400,000	...	13,064	10,678,543	10,257,630	400,000	398,950	...	...	13,064	...	...	10,669,644	10,514,706
South Indian ...	3,209,883	720,000	425,000	62,272	4,417,155	3,208,662	720,000	719,250	425,000	425,000	62,217	1,221	55	4,416,405	4,407,658
Great Indian Peninsula...	20,000,000	1,889,300	2,701,450	302,662	24,893,412	19,503,103	1,889,300	1,883,943	2,701,450	2,475,559	27,783	496,897	74,929	24,662,161	24,607,303
Bombay, Baroda and Central India	7,550,300	800,000	...	32,270	8,382,570	7,528,628	188,500	188,500	...	...	32,270	21,672	...	7,771,070	8,457,043
Oudh and Rohilkhand ...	4,000,000	4,415,300	384,700	19,672	8,819,672	3,575,581	4,415,300	4,401,550	384,700	354,589	19,672	424,419	...	8,775,811	8,543,443
Sind, Punjab and Delhi...	11,418,900	...	...	4,363	11,423,263	10,988,984	...	...	...	...	4,339	86,336	27	11,079,683	11,275,543
Total ...	56,444,562	8,224,600	3,511,150	434,303	68,614,615	55,062,588	7,613,100	7,592,193	3,511,150	3,255,148	359,292	1,030,545	75,011	67,374,777	67,895,696
ASSISTED.															
Bengal Central ...	1,000,000	...	...	...	1,000,000	...	...	...	...	...	...	...	...	...	...
Rohilkhand-Kumaun ...	200,000	...	...	...	200,000	...	...	...	...	...	...	...	...	...	...
Total ...	1,200,000	...	...	...	1,200,000	...	...	...	...	...	...	...	...	...	...
IMPERIAL LINES IN THE HANDS OF COMPANIES.															
Southern Mahratta ...	3,000,000	2,000,000	...	...	5,000,000	2,312,270	1,700,000	1,700,000	...	...	...	5,650	...	4,047,920	3,025,006
Indian Midland ...	3,000,000	*3,000,000	...	...	6,000,000	2,262,564	...	...	...	...	...	...	...	2,262,564	565,008
Total ...	6,000,000	5,000,000	...	...	11,000,000	4,604,834	1,700,000	1,700,000	...	...	...	5,650	...	6,310,484	3,590,014
GRAND TOTAL ...	63,644,562	13,224,600	3,511,150	434,303	80,814,615	59,667,422	9,313,100	9,292,193	3,511,150	3,255,148	359,292	1,036,195	75,011	73,685,261	71,485,710

NOTE.—Further information regarding the Bengal Central and Rohilkhand-Kumaun Railways not available.

* To be raised by the issue of shares or of debentures, or otherwise.

GUARANTEED AND ASSISTED RAILWAYS.

Statement showing the amount received from, and withdrawn by, each Company during the year ended 31st December 1885.

Railway.	Sums standing to the credit of the Companies on the 31st December 1884.	Sums advanced to the Companies on the 31st December 1884.	From 1st January to 31st December 1885.									Total received during the year ended 31st December 1885.	Total withdrawn during the year ended 31st December 1885.
			Amount received.						Amount withdrawn.				
			In England.				In India.		In England.		In India.		
			Share Capital.	Debentures.	Debenture stock.	Capital not bearing interest.	Share Capital.	Capital not bearing interest.	On account of stores, Establishment charges, &c.	For discharge of Debentures.	Amount.		
GUARANTEED.	£	£	£	£	£	£	£	£	£	£	£	£	£
Madras ...	196,621	...	...	...	...	...	...	...	119,155	...	—47,473	...	71,682
South Indian ...	37,428	...	—495	...	...	495	...	...	153,161	...	—64,481	...	88,680
Great Indian Peninsula ...	47,717	...	...	501,127	...	—1,127	...	...	712,584	39,500	—259,227	500,000	492,857
Bombay, Baroda and Central India ...	...	503,644	...	...	...	...	...	...	250,744	...	—68,416	...	182,328
Oudh and Rohilkhand ...	...	128,527	...	1,236,000	...	...	...	...	296,799	246,000	332,305	1,236,000	875,104
Sind, Punjab and Delhi ...	...	103,128	...	...	...	...	30	...	235,123	...	—142,361	30	92,762
Total ...	281,766	735,299	—495	1,737,127	...	—632	30	...	1,767,566	285,500	—249,653	1,736,030	1,803,413
ASSISTED.													
Bengal Central ...	...	28,500	...	...	...	...	...	...	...	...	...	...	...
Rohilkhand-Kumaun ...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	...	28,500	...	...	...	...	...	...	...	...	...	...	...
IMPERIAL LINES IN THE HANDS OF COMPANIES.													
Southern Mahratta ...	1,530,454	...	461,889	...	...	...	125	...	221,014	...	748,540	462,014	969,554
Indian Midland ...	...	...	2,262,564	...	...	...	...	...	10,114	...	554,894	2,262,564	565,008
Total ...	1,530,454	...	2,724,453	...	...	...	125	...	231,128	...	1,303,434	2,724,578	1,534,562
GRAND TOTAL ...	1,812,220	763,799	2,723,958	1,737,127	...	—632	155	...	1,998,694	285,500	1,053,781	4,460,608	3,337,975

NOTE.—Further information regarding the Bengal Central and Rohilkhand-Kumaun Railways not available.

Statement of withdrawals out of Capital for expenditure, showing the amount withdrawn in England and in India by all the Guaranteed, the Bengal Central, and the Rohilkhand-Kumaun Railway Companies, during each financial year from the commencement to 31st March 1886.

Year.	England.	India.	Total.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,431,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,393	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	*345,750**	477,245
1873-74	1,028,032	*334,979**	693,053
1874-75	1,174,893	*86,982**	1,087,911
1875-76	1,151,585	*200,779**	950,806
1876-77	1,222,846	*507,387**	715,459
1877-78	1,793,662	*469,678**	1,323,984
1878-79	1,786,234	*773,611**	1,012,623
1879-80	1,256,417	*906,557**	349,560
1880-81	941,782	*506,992**	434,790
1881-82	1,211,022	*368,587**	842,435
1882-83	1,236,087	*486,944**	749,143
1883-84	1,699,138	*5,333**	1,693,805
1884-85	1,477,115	*256,211**	1,220,904
Total expenditure to end of 1884-85	53,483,321	48,251,982	101,735,303
Deduct—Withdrawals by East Indian Railway Company	12,276,504	18,620,297	30,896,801
Total expenditure to end of 1884-85	41,206,817	29,631,685	70,838,502
Expenditure during 1885-86 (Partly estimated)	1,638,000	*159,900†*	1,478,100
	42,844,817	29,471,785	72,316,602
Deduct—Withdrawals by Eastern Bengal Railway Company	1,771,757	1,474,100	3,245,857
Total	41,073,060	27,997,685	69,070,745

* Net credits in India.

† Represents net credits to Guaranteed Railways only. Information regarding Bengal Central and Rohilkhand-Kumaun Railways not available.

Statement of Capital withdrawals in England and in India by the Southern Mahratta and Indian Midland Railway Companies during each financial year from the commencement to the 31st March 1886.

Year.	England.	India.	Total.
	£	£	£
1882-83	130,973	579,995	710,968
1883-84	235,205	407,810	643,015
1884-85	275,522	727,607	1,003,129
Total expenditure to end of 1884-85 ...	641,700	1,715,412	2,357,112
1885-86 (Revised Estimate)	318,100	1,389,167	1,707,267
Total ...	959,800	3,104,579	4,064,379

CHAPTER VI.

LINES OPEN FOR TRAFFIC.

PERSONS EMPLOYED—FLOOD DAMAGES—ACCIDENTS.

PERSONS EMPLOYED.

Numbers employed.

On pages 54 and 55, detailed information is given regarding the number of persons of all races on open lines of railway in India. This may be summarised thus:

Year ending	Number of Employés.				Number of miles open.	Number of stations.
	Europeans.	East Indians.	Natives.	Total.		
30th September 1884 ...	4,069	4,250	189,429	197,748	*11,130¾	*1,526
31st December 1885 ...	4,375	4,598	206,893	215,866	12,200¼	1,716

It will be seen that natives form 95·84 per cent. of the entire body of servants. The increase in the number of employés is due mainly to the increased length of line open; the percentage of increase in the total number was 9·16 against 9·61 in the length of railways worked. Under Europeans there was an increase of 7·52 per cent.; under East Indians 8·19 per cent., and under Natives 9·22 per cent.

Casualties.

2. The percentage of casualties amongst Europeans and East Indians from various causes is given below for the year ending 30th September 1884 and fifteen months ending 31st December 1885:

	1884.		1885.	
	Europeans.	East Indians.	Europeans.	East Indians.
Death	1·35	1·07	2·32	1·22
Resignation or discharge ...	13·05	13·49	18·11	19·85
Dismissal	5·06	4·44	6·01	6·88
Total ...	19·46	19·00	26·44	27·95

* Includes the Eastern Bengal Railway, and Branches, which were omitted from the Numerical Return for 30th September 1884.

Numerical Return of Servants of all Races employed on Open Lines of Railway in India on the 31st December 1885.

Numerical Return of Servants of all Races employed on

Railways.	General Administration, including Agency, Audit, Account, Pay-Master's, Stores, Medical, Barrack, Printing, Stationery and Police Establishments.				Traffic and Telegraph Departments.				Engineer's Department.			
	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
STATE IMPERIAL.												
East Indian	77	32	2,776	2,885	370	255	10,527	11,152	93	65	20,335	20,493
Rajputana-Malwa	35	41	1,422	1,498	101	158	3,807	4,066	49	26	8,131	8,206
Southern Mahratta	15	30	423	468	10	25	449	484	6	13	2,501	2,520
Eastern Bengal	11	23	402	436	49	66	2,120	2,235	10	4	2,205	2,219
Wardha Coal	2	4	67	73	1	2	82	85	8	10	663	681
Punjab Northern and Indus Valley.	25	16	1,547	1,588	76	89	2,435	2,600	40	5	4,715	4,760
STATE PROVINCIAL.												
Nalhati	...	...	11	11	...	...	22	22	...	...	72	72
Tirhoot	5	...	255	260	9	27	538	574	6	...	1,005	1,011
Northern Bengal and Kaunia-Dharlla.	5	4	200	209	9	13	679	701	9	3	1,928	1,940
Dacca	1	1	103	105	4	11	355	370	2	5	353	360
Cawnpore-Achnera	10	8	163	181	9	9	443	461	6	4	1,215	1,225
Nagpur-Chhattisgarh ...	4	5	135	144	9	25	305	339	6	9	828	843
Burma	16	23	108	(a)147	13	105	472	590	9	21	2,182	2,212
Jorhat	1	...	8	9	...	...	45	45	...	...	49	49
GUARANTEED COMPANIES.												
Madras	18	47	565	630	88	449	2,541	3,078	24	77	4,117	4,218
South Indian	9	25	304	338	26	70	1,802	1,898	11	32	2,882	2,925
Great Indian Peninsula ...	37	29	1,130	1,196	337	239	5,913	6,489	68	18	19,458	19,544
Bombay, Baroda and Central India.	17	43	755	815	14	28	2,289	2,331	28	3	2,958	2,989
Oudh and Rohilkhand ...	22	27	785	834	44	28	1,856	1,928	26	13	6,590	6,629
Sind, Punjab and Delhi ...	33	29	998	1,060	123	69	3,219	3,411	41	11	5,111	5,163
ASSISTED COMPANIES.												
Darjeeling-Himalayan ...	3	...	30	33	3	1	112	116	5	1	321	327
Bengal Central	2	...	26	28	Worked by E. B. S. Ry.				2	3	667	672
Bengal and North Western ...	10	9	182	201	16	22	576	614	23	3	1,261	1,292
Rohilkhand-Kumaun ...	2	...	43	45	4	5	178	187	3	1	397	401
NATIVE STATES.												
His Highness the Nizam's ...	12	14	244	270	6	32	190	228	2	7	553	562
His Highness the Gaekwar's ...	...	...	14	14	...	1	49	50	...	1	179	180
Bhavnagar-Gondal	4	5	193	202	2	6	360	368	2	2	641	645
Mysore	5	4	67	76	4	5	208	217	...	6	419	425
Jodhpore	1	...	45	46	...	...	61	61	...	...	157	157
Total Indian Railways ...	382	419	13,001	13,802	1,327	1,740	41,633	44,700	484	343	91,893	92,720

Returns not received for the Thaton-

Open Lines of Railway in India on the 31st December 1885.

Locomotive and Carriage and Wagon Departments, including Steam-Boat Establishments.				Total.				Number of miles open.	Number of Stations.	Remarks.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.			
464	264	11,809	12,537	1,004	616	45,447	47,067	1,681·25	193	
237	315	5,729	6,281	422	540	19,089	20,051	1,411·18	•191	
28	33	594	655	59	101	3,967	4,127	315·25	35	
92	30	2,343	2,465	162	123	7,070	7,355	233·75	61	The return includes the figures for the Bengal Central Railway (excepting Agency and Engr.'s Depts.) and Calcutta and South-Eastern State Railway.
2	5	44	51	13	21	856	890	45	4	Colliery establishment included with Engineer's Department.
236	70	6,009	6,915	377	180	15,306	15,863	1,099·75	182	
...	2	33	35	...	2	138	140	27·25	7	
12	23	749	784	32	50	2,547	2,629	226	38	
17	33	1,046	1,096	40	53	3,853	3,946	286·25	41	
5	12	158	175	12	29	969	1,010	85·25	13	
15	12	575	602	40	33	2,396	2,469	253·23	39	
16	101	710	827	35	140	1,978	2,153	149	21	
27	47	653	727	65	196	3,415	3,676	327	(*b*) 53	(*a*) Not including Police, which is under the control of the Inspector General of Police, British Burma.
...	1	16	17	1	1	118	120	30	5	(*b*) Includes eight Pick-up stations.
99	417	3,404	3,920	229	990	10,627	11,846	860·75	118	
43	223	2,671	2,937	89	350	7,659	8,098	662·75	103	
456	268	10,430	11,154	898	554	36,931	38,383	1,504	204	
91	45	2,316	2,452	150	119	8,318	8,587	461	82	
85	34	3,999	4,118	177	102	13,230	13,509	608	88	
166	54	5,149	5,369	363	163	14,477	15,003	786	115	
10	1	130	141	21	3	593	617	51	11	
Worked by		E. B. S.	Ry.	4	3	693	700	125·25	25	
33	18	284	335	87	52	2,303	2,442	303	40	
4	1	128	133	13	7	746	766	91	14	
19	42	436	497	39	95	1,423	1,557	121	16	
...	...	12	12	...	2	254	256	59·25	9	
17	2	104	123	25	15	1,298	1,338	193·21	27	
8	43	210	261	17	58	904	979	140	20	
...	...	25	25	1	...	288	289	64	11	
2,182	2,096	60,366	64,644	4,375	4,598	206,893	215,866	12,200·37	1,716	

Duyinzaik and Assam Railways.

Numerical Return of Casualties, whether by death, resignation, and discharge or dismissal, amongst *months ending 31st*

Railways.	General Administration, including Agency, Audit, Account, Paymaster's, Stores, Medical, Barrack, Printing, Stationery and Police Establishments.										Traffic and Telegraph Departments.										Engineer's				
	Europeans.					East Indians.					Europeans.					East Indians.					Europeans.				
	Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
STATE IMPERIAL.																									
East Indian	77·00	...	8	1	9	34·00	2	5	...	7	365·00	7	60	10	77	247·00	6	48	8	62	90·00	2	13	1	15
Rajputana-Malwa	47·00	1	17	2	20	47·20	2	13	2	17	94·00	7	24	16	47	148·00	...	33	14	47	64·46	3	8	4	15
Southern Mahratta ...	14·33	...	4	...	4	25·39	...	14	1	15	10	...	4	1	5	24	...	11	7	18	5·56	...	2	...	2
Eastern Bengal	13·16	...	5	...	5	30·50	...	8	4	12	52	4	7	10	21	64	1	22	18	41	11·33	2	5	1	8
Wardha Coal	2·00	...	...	...	...	4·00	...	1	...	1	1·00	...	2	1	3	2	...	...	...	...	7	...	3	...	3
Punjab Northern and Indus Valley.	31·93	1	2	...	3	18·93	...	6	1	7	89·53	2	29	25	56	104·13	4	39	15	58	40·80	2	...	1	3
STATE PROVINCIAL.																									
Nalhati	...	...	..	...	..	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...
Tirhoot	5	...	...	...	...	...	...	...	...	...	7·80	...	3	3	6	25·91	2	16	5	23	6	1	...	...	1
Northern Bengal and Kaunia-Dharlla.	5	...	...	...	...	3·20	...	...	...	..	9·13	...	1	...	1	12·40	...	4	1	5	9·29	1	1	...	2
Dacca	1	...	..	...	...	1·16	...	1	1	2	4·30	...	3	1	4	8·20	...	6	5	11	1	...	...	...	...
Cawnpore-Achnera ...	7·82	...	1	...	1	12·10	...	3	3	6	10·86	...	8	6	14	10·93	...	7	11	18	6·00	...	1	...	1
Nagpur-Chhattisgarh ...	1	...	...	...	...	4·40	...	1	1	2	9·80	...	3	1	4	26·60	...	17	9	26	3·60	...	2	...	2
Burma	13·06	...	1	...	1	20·60	...	6	1	7	16	...	1	1	2	102	1	8	4	13	17	...	11	...	11
Jorhat	1	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GUARANTEED COMPANIES.																									
Madras	19·60	...	3	1	4	46·27	1	5	...	6	85·13	1	23	9	33	437·19	2	55	28	85	24	...	...	...	...
South Indian	10	...	1	...	1	29	1	3	...	4	26·53	1	1	3	5	69·26	2	11	22	35	9·46	...	...	...	...
Great Indian Peninsula ...	37	1	1	...	2	29	...	2	...	2	319	7	50	3	60	232	3	29	7	39	68	1	7	2	10
Bombay, Baroda and Central India.	17	1	4	...	5	38	1	6	...	7	15	1	1	...	2	29	...	4	...	4	28	2	6	...	8
Oudh and Rohilkhand ...	25·33	1	...	...	1	27·93	...	1	...	1	43·66	1	7	5	13	22·46	...	1	9	10	28·03	...	4	2	6
Sind, Punjab and Delhi ...	33·50	...	7	...	7	29	1	9	...	10	130	5	15	16	36	68	1	12	13	26	43·30	1	1	5	7
ASSISTED COMPANIES.																									
Darjeeling-Himalayan ...	3	...	...	..	...	...	...	...	...	...	3	...	1	...	1	1	...	...	...	...	5	1	2	...	3
Bengal Central	2·33	...	2	...	2	1·13	...	1	1	2	Worked by Eastern Bengal State Railway.										2·20	...	1	...	1
Bengal and North Western ...	9	...	...	...	...	10	...	5	...	5	14·40	...	4	10	14	12·40	...	3	12	15	29	...	15	...	15
Rohilkhand-Kumaun ...	2·50	...	...	2	2	...	...	...	...	...	5	1	3	...	4	8	...	5	3	8	3	...	6	...	6
NATIVE STATES.																									
His Highness the Nizam's ...	13	...	1	...	1	13	...	5	...	5	6	...	...	...	...	30	...	1	4	5	2	...	2	...	2
His Highness the Gaekwar's...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...
Bhavnagar-Gondal ...	4	...	1	...	1	5	...	1	...	1	4	...	2	...	2	11	...	6	1	7	3	...	1	...	1
Mysore	5	...	...	...	...	4	...	...	...	...	4	...	1	...	1	5	...	...	...	...	...	...	...	...	...
Jodhpore	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total Indian Railways ...	405·36	5	59	6	70	436·91	8	96	15	119	825·14	37	253	121	411	1,701·47	22	338	196	556	507·03	16	90	16	122

the European and East Indian employés on the Railways open for traffic in India during fifteen December 1885.

DEPARTMENT.					LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS, INCLUDING STEAM-BOAT ESTABLISHMENTS.										TOTAL.										Mean mileage open.	RAILWAYS.
EAST INDIANS.					EUROPEANS.					EAST INDIANS.					EUROPEANS.					EAST INDIANS.						
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by					
	Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		
																										STATE IMPERIAL.
59·00	...	8	2	10	466·00	5	65	12	82	266·00	2	37	5	44	998·00	14	145	24	183	606	10	98	15	123	1674·64	EAST INDIAN.
32·00	1	13	4	18	196·00	4	58	15	77	245·00	4	113	11	128	402·06	15	107	37	159	472·20	7	172	31	210	1401·18	RAJPUTANA-MALWA.
14·56	...	4	5	9	17	...	4	2	6	23	...	15	6	21	46·89	...	14	3	17	80·95	...	44	19	63	254·50	SOUTHERN MAHRATTA.
4·06	...	2	...	2	96	5	53	6	64	32	1	12	1	14	172·49	11	70	17	98	190·56	2	44	23	69	233·75	EASTERN BENGAL.
8	...	1	...	1	3	...	1	...	1	5	...	1	...	1	13	...	6	1	7	19	...	3	...	3	45	WARDHA COAL.
4·73	...	...	...	...	247·66	11	21	8	40	83·26	2	6	4	12	409·92	16	52	34	102	211·05	6	51	20	77	1099·75	PUNJAB NORTHERN AND INDUS VALLEY.
																										STATE PROVINCIAL.
...	...	...	...		...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	2	...	...	...	...	27·25	NALHATI.
...	...	...	...	...	14·10	...	2	2	4	25·60	...	6	1	7	32·90	1	5	5	11	51·50	2	22	6	30	226	TIRHOOT.
2·60	...	...	...	...	20	...	2	1	3	40	1	3	3	7	43·42	1	4	1	6	58·20	1	7	4	12	286·25	NORTHERN BENGAL AND KAUNIA-DHARLLA.
2·80	...	...	...	...	4·50	...	3	1	9	15·70	1	11	1	13	10·80	...	11	2	13	27·86	1	18	7	26	73	DACCA.
4·00	...	3	...	3	18·50	...	14	12	26	8·20	...	6	4	10	43·18	...	24	18	42	35·23	...	19	18	37	247·17	CAWNPOR-ARCHNERA.
9	...	1	...	1	17	1	4	4	9	103	...	20	22	42	34·40	1	9	5	15	142	...	39	32	71	149	NÁGPUR-CHHATTÍS-GARH.
28	...	14	...	14	27	1	4	1	6	47	...	2	6	8	73·06	1	17	2	20	197·60	1	30	11	42	283·29	BURMA.
...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	1	...	1	1	...	...	...	...	25	JORHÁT.
																										GUARANTEED COMPANIES.
78	3	19	2	23	96	1	8	...	9	416	5	23	5	33	224·73	2	34	10	46	977·46	11	101	35	147	860·75	MADRAS.
30·66	1	4	1	6	40·42	...	3	...	3	240·66	...	8	4	12	86·41	1	5	3	9	359·58	4	26	27	57	662·75	SOUTH INDIAN.
20	...	1	1	2	443	11	48	10	69	253	3	57	1	61	867	20	106	15	141	534	6	89	9	104	1,496	GREAT INDIAN PENINSULA.
3	...	...	...	...	83	...	19	3	22	45	...	13	...	13	143	4	30	3	37	115	1	23	...	24	461	BOMBAY, BARODA AND CENTRAL INDIA.
13·73	...	3	...	3	72·93	1	11	10	22	35·60	...	11	...	11	170·15	3	22	17	42	99·72	...	16	9	25	608·01	OUDH AND ROHILKHAND.
11·60	...	1	2	3	107	3	33	4	40	56	1	9	...	10	373·80	9	56	25	90	164·60	3	31	15	49	786	SIND, PUNJAB AND DELHI.
																										ASSISTED COMPANIES.
1	...	1	...	1	10	...	6	...	6	1	...	...	...	...	21	1	9	...	10	3	...	1	...	1	51	DARJEELING-HIMALAYAN.
3·00	...	...	...	...	Worked by Eastern Bengal State Railway.										4·53	...	3	...	3	4·13	...	1	1	2	125·25	BENGAL CENTRAL.
5	...	9	...	9	31·30	...	10	25	35	14·50	...	6	...	6	83·70	...	29	35	64	41·99	...	23	12	35	294·18	BENGAL AND NORTH WESTERN.
2	...	4	...	4	4	...	2	1	3	...	...	...	...	...	14·50	1	11	3	15	10	...	9	3	12	91	ROHILKHAND-KUMAUN.
																										NATIVE STATES.
7	...	2	1	3	19	...	3	2	5	42	...	4	4	8	40	...	6	2	8	92	...	12	9	21	121	HIS HIGHNESS THE NIZAM'S.
1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	59·25	HIS HIGHNESS THE GAEKWAR'S.
2	...	...	...	...	14	...	4	...	4	2	...	1	...	1	28	...	9	...	9	20	...	6	1	9	193·21	BHÁVNAGAR-GONDAL.
6	...	1	...	1	8	...	3	...	3	43	...	7	3	10	17	...	4	...	4	61	...	8	3	11	140	MYSORE.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	57	JODHPORE.
351·74	5	90	18	113	2,115·41	43	386	119	548	2,015·52	20	371	81	472	4,355·94	101	789	263	1,152	4,508·54	55	805	310	1,260	12,632·18	TOTAL INDIAN RAILWAYS.

* Returns for the Assam and Thaton-Duyinzaik not received.

3. The following abstract gives a comparative statement of the number of natives employed as shunters and drivers on the principal railways during the years 1884 and 1885, showing an increase of 124 in the total number employed:

Native Drivers and Shunters.

Railway.	Drivers.		Shunters.		Total.	
	1884.	1885.	1884.	1885.	1884.	1885.
STATE IMPERIAL.						
East Indian	103	116	117	117	220	233
Rajputana-Malwa	17	22	36	46	53	68
Southern Mahratta	*Nil.*	1	1	2	1	3
Eastern Bengal	12	10	12	18	24	28
Wardha Coal	*Nil.*	*Nil.*	1	1	1	1
Punjab Northern	20	20	6	6	26	26
Indus Valley	15	18	19	28	34	46
Total ...	167	187	192	218	359	405
STATE PROVINCIAL.						
Nalhâti	3	2	*Nil.*	1	3	3
Tirhoot	6	7	7	7	13	14
Northern Bengal	16	12	7	11	23	23
Kaunia-Dhabla						
Dacca	...	1	...	1	...	2
Cawnpore-Achnera	13	10	8	7	21	17
Nágpur-Chhattísgarh	4	3	5	8	9	11
Burma	6	14	5	6	11	20
Jorhât	1	2	*Nil.*	*Nil.*	1	2
Total ...	49	51	32	41	81	92
GUARANTEED COMPANIES.						
Madras	3	7	5	3	8	10
South Indian	21	20	12	13	33	33
Great Indian Peninsula	87	100	*Nil.*	*Nil.*	87	100
Bombay, Baroda and Central India ...	44	70	(*a*)	(*a*)	44	70
Oudh and Rohilkhand	34	42	41	40	75	82
Sind, Punjab and Delhi	41	49	36	41	77	90
Total ...	230	288	94	97	324	385
ASSISTED COMPANIES.						
Darjeeling-Himalayan	...	Return not	received.	...	...	...
Droghur	2	2	...	...	2	2
Bengal and North Western... ...	...	...	...	3	...	3
Rohilkhand-Kumaun	1	1	1	1	2	2
Thaton-Duyinzaik	...	Return not	received.	...	...	...
Assam	...	Return not	received.	...	...	...
Total ...	3	3	1	4	4	7
NATIVE STATES.						
Bhopal-Itársi	2	2	...	...	2	2
His Highness the Nizam's	3	4	...	2	3	6
Bhávnagar-Gondal	*Nil.*	*Nil.*	3	3	3	3
Mysore	*Nil.*	*Nil.*	*Nil.*	*Nil.*	*Nil.*	*Nil.*
Jodhpore	2	2	...	...	2	2
Total ...	7	8	3	5	10	13
Grand Total ...	456	537	322	365	778	902

(*a*) Included with Drivers.

Provident Institutions.

4. The following Statement gives the number of depositors in the State Railway Provident Institutions and the sums at their credit on the 31st December 1885. The revised rules introduced in 1885 have been modified so as to prohibit pensionable servants subscribing to the Provident Institutions:

State Railway.	Number of Staff depositing.	Number of Depositors.		Amount at credit on the 31st December 1885.				Remarks.
		Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	Total.	
STATE IMPERIAL.				Rs.	Rs.	Rs.	Rs.	
Rajputana-Malwa ...	3,077	119	3,037	49,091	2,78,355	2,04,669	5,32,115	
Eastern Bengal ...	1,403	4	1,403	686	65,327	31,587	97,600	
Wardha Coal ...	67	7	67	776	10,164	4,366	15,306	
Punjab Northern	752	85	744	15,839	96,855	28,525	1,41,219	
Indus Valley	1,701	117	1,546	25,587	1,75,061	85,050	2,85,698	
Total ...	7,000	332	6,797	91,979	6,25,762	3,54,197	10,71,938	
STATE PROVINCIAL.								
Nalhati	32	1	32	1,436	1,081	452	2,969	
Tirhoot	524	44	524	6,582	46,267	13,342	66,191	
Northern Bengal	551	67	551	8,528	66,154	33,280	1,07,962	
Dacca	154	...	154	50	3,057	1,323	4,430	
Cawnpore-Achnera ...	418	6	418	671	22,681	6,474	29,826	
Nagpur-Chhattisgarh ...	297	15	297	1,346	29,740	17,384	48,470	
Burma	559	80	543	15,212	63,614	22,223	1,01,049	
Jorhat	19	...	19	...	643	185	828	
Total ...	2,554	213	2,538	33,825	2,33,237	94,663	3,61,725	
NATIVE STATES.								
His Highness the Nizam's ...	246	25	244	3,921	24,145	6,160	34,226	
Bhávnagar-Gondal ...	298	24	274	1,560	25,808	11,116	38,484	
Mysore	90	4	86	43	3,460	1,566	5,069	
Total ...	634	53	604	5,524	53,413	18,842	77,779	
Grand Total ...	10,188	598	9,939	1,31,328	9,12,412	4,67,702	15,11,442	

Railway Volunteer Corps.

5. The following abstract gives the enrolled strength and the number of efficients in the several Railway Volunteer corps on the 31st March 1886. The total enrolled strength 6,680 represents 77 per cent. of the European and East Indian employés of the Railways concerned :

Corps.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant Instructors, 1st and 2nd class.	Drill-Instructors.	Head-Quarters.	Remarks.
		Officers.	Non-Commissioned Officers.	Volunteers.	Total.					
East Indian Railway ...	1,228	60	134	987	1,181	47	13	...	Jamálpur.	
Madras Railway ...	738	...	...	...	...	738	6 (1st class)	8 3rd class	Perambur Works.	The Regiment has only just been raised.
South Indian Railway ...	510	6	23	151	180	330	7	...	Negapatam.	
Great Indian Peninsula Railway ...	1,059	22	110	740	872	187	9	1	Bombay.	
Bombay, Baroda and Central India Railway ...	415	15	50	229	294	121	3 1st class and 2 2nd class.	...	Ditto.	
1st Punjab, E and H Companies ...	136	2	17	70	89	47	2 1st class	...	Lahore ...	North Western Railway.
3rd Punjab ...	766	24	87	588	699	67	10 1st class	...	Ditto ...	
Rajputana-Malwa ...	678	21	72	528	621	57	8	2	Ajmere.	
Eastern Bengal State Railway ...	228	7	19	169	195	33	2 1st class	...	Siáldah.	
Northern Bengal State Railway, D Company...	101	4	11	79	94	7	1	...	Saidpur.	
Tirhoot State Railway ...	69	2	10	56	68	1	1 1st class	...	Somastipur.	
Burma State Railway ...	335	15	38	216	269	66	5 1st class	...	Rangoon.	
Nágpur-Chhattísgarh State Railway ...	128	5	14	97	116	12	2 1st class	1 3rd class	Nágpur.	
His Highness the Nizam's Railway,—Hyderabad Volunteer Rifles Railway Company ...	86	2	8	62	72	14	1 1st class	...	Secunderabad.	
Bhávnagar-Gondal Railway ...	52	3	5	44	52	...	1	...	Ghadechi	Formation sanctioned on 23rd December 1885.
Wardha Coal State Railway,—Detachment of B Company, Nágpur Volunteer Rifle Corps	19	1	...	17	18	1	(a) 2 1st class	(a) 1 3rd class	Nagpur ...	(a) For whole corps of 5 companies.
Rohilkhand-Kumaun and Bareilly-Pilibheet Railways,—Rohilkhand Volunteer Rifles.	7	...	...	4	4	3	...	....	Bareilly.	
Mysore State Railway,—Bangalore Rifle ...	63	2	8	45	55	8	1	...	Bangalore.	
Oudh Volunteer Rifles* ...	28	1	4	19	24	4	1	...	Lucknow	Trans-Gogra Company, composed chiefly of employés in Bengal and North Western Railway. Head-quarters of Company at Bahraich.
Mounted Troop (B) of the Gházipur Volunteer Rifle Battalion at Gorakhpur.*	4	...	...	1	1	3	1	...	Gházipur	Annual course not finished.
Gházipur Volunteer Rifle Corps, E Company* ...	30	1	...	25	26	4	...	...	Gorakhpur	23 Railway and 7 non-Railway servants.
Total ...	6,680	193	610	4,127	4,930	1,750	...	...	...	

* Bengal and North Western Railway.

Statement showing the strength and cost of Police on the open lines of Railway in India, and the amount of compensation payments due to thefts, for the year 1885.

Railways.	Subordinate Officers.	Constables and men.	Salaries and fixed allowances of Officers.	Office expenses and travelling allowances.	Salaries of Subordinate Officers and men.	Total cost of Force per annum.	Cost of Force per mile of Railway.	Compensation payments due to theft or carelessness of Police.	Compensation payments per mile of Railway.	Length of Railway open for traffic.	Remarks.
STATE IMPERIAL.	No.	No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Miles.	
East Indian	(*a*)112 (*b*)115	(*a*) 328 (*b*) 338	19,200	(*c*)24,343	87,125	1,30,668	77·7	1,650	0·98	1,681·25	(*a*) From January to June 1885. (*b*) From July to December 1885. (*c*) Includes Rs. 11,457 contingent and house rent expenses.
Rajputana-Malwa	92	572	23,150	17,660	84,592	1,25,402	88·86	1,737	1·23	1,411	
Southern Mahratta	2	79	5,850	2,100	(*d*) 10,305	18,255	68·88	129	0·48	265	(*d*) Includes Rs. 180 of a fixed allowance to Chief Constables.
Eastern Bengal	41	104	6,038	1,533	26,338	33,909	95	...	...	358	
Wardha Coal (*j*)	3	10	...	(*e*)36	602	638	14·17	....	...	45	(*e*) Cost of clothing allowance.
Punjab Northern	58	380	...	(*f*) 6,222	48,492	54,714	122·47	1,355	3·03	446·75	(*f*) Includes Rs. 4,962 contingencies and clothing.
Indus Valley	47	389	5,953	2,103	45,819	53,875	82·50	1,437	2·20	653	
STATE PROVINCIAL.											
Bareilly-Pilibheet	1	8	420	37	648	1,105	30·69	...	...	36	
Nálháti	...	(*g*) 1	...	...	72	72	2·64	...	...	27·25	
Tirhoot	...	(*g*) 61	...	...	3,437	3,437	15·20	468	2·07	226	
Northern Bengal	...	(*g*) 75	...	...	4,812	4,812	19·31	220	0·88	249·25	(*g*) These are Chowkidars employed on "watch and ward" duties.
Kaunia-Dharlla	...	(*g*) 8	...	...	701	701	18·93	33	0·89	37·03	
Dacca	...	(*g*) 21	...	...	1,696	1,696	19·81	...	...	85·62	
Cawnpore-Achnera	8	21	...	(*h*)1,227	4,297	5,524	21·81	272	1·09	253·23	(*h*) Includes Rs. 469 contingent and clothing expenses.
Amritsar-Pathánkot	5	43	796	369	6,960	8,125	123·10	4	0·07	66	
Nágpur-Chhattísgarh (*j*) ...	12	104	500	120	3,754	4,374	29·35	...	...	149	(*j*) The figures quoted represent the strength and cost of Provincial Police on line for 4 months only from 1st January to 30th April 1885, as subsequent to this period the watch and ward, &c., were, under the new rules, performed by men appointed by the Railway Administration.
Burma	12	65	2,500	1,555	15,510	19,565	59·83	...	...	327	
Jorhát (*k*)	...	10	...	...	728	728	24·88	...	...	29·25	(*k*) Maintained by the Police Department direct.
GUARANTEED COMPANIES.											
Madras	8	242	3,359	5,850	26,997	36,106	41·94	272	0·31	860·86	
South Indian(*l*)	...	...	...	...	...	...	...	...	...	654·50	(*l*) No separate Police force entertained. Work performed by Government Police paid by the State.
Great Indian Peninsula	16	827	17,676	(*m*)11,686	1,36,270	(*n*)1,65,582	114·81	2,580	1·78	1447·75	(*m*) Includes Rs. 10,925 contingencies, stores and clothing. (*n*) Includes the proportion payable by the Government of Bombay.
Bombay, Baroda and Central India...	51	380	18,558	13,624	54,431	86,613	166·56	2,665	5·12	520	
Oudh and Rohilkhand	4	333	...	2,650	27,042	29,692	49·16	(*o*)922	1·53	604	(*o*) Compensation for goods lost including payments made in mileage proportion with East Indian Railway. What portion of the above is due to theft or carelessness of the Police is not known.
Sind, Punjab and Delhi	52	466	5,504	4,781	46,825	57,110	81·11	2,295	3·25	704	
ASSISTED COMPANIES.											
Bengal and North Western(*p*) ...	...	14	...	...	1,834	1,834	6·05	...	...	303	(*p*) No debit for cost of Police force has yet been made against the Railway. The figures are the estimated cost of Police sanctioned in 1884.
Rohilkhand-Kumaun	...	5	420	37	740	1,197	21·76	...	...	55	
NATIVE STATES.											
Bhopal-Itársi	1	16	600	119	2,423	3,142	54·88	...	...	57·25	
His Highness the Nizam's ...	4	109	...	...	20,496	20,496	170·17	...	...	120·44	
Bhávnagar-Gondal	18	63	1,953	1,942	10,482	14,377	74·41	29	0·15	193·21	
Mysore(*q*)	...	37	...	...	...	...	...	...	...	140	(*q*) The cost of Police is borne by the Civil Department.
Jodhpore(*r*)	...	...	...	...	...	...	...	...	...	64	(*r*) No separate Police entertained on this line. The general Police force of the Durbar performs the duty.

FLOOD DAMAGES.

6. The following paragraphs detail the principal flood damages on open lines of Indian Railways in 1885. Abnormal floods in the Ganges Valley seriously damaged the Aligarh branch of the Oudh and Rohilkhand Railway and the Cawnpore-Achnera Railway, and in lower Bengal, the Eastern Bengal, and Bengal Central Railways. The injuries to the South Indian Railway lines were also very heavy.

East Indian.

7. On the 5th September a break occurred at mile 255½ between Luckeeserai and Manapur on the East Indian Railway caused by heavy rains and an unusual flood in the Keul rivers. The water extending some miles back towards the range of hills to the north, first topped the heavy bank and then burst through in two places. All traffic was stopped, the passenger and mail trains being diverted *viâ* the loop line. Though traffic was resumed on the 9th.

Patna-Gya.

8. On the 9th September at mile 10½ on the Patna-Gya line a double 30 feet girder bridge was reported unsafe, the wing-wall and part of the south abutment having been washed away, and on the following day the bridge gave way. Passengers had to be transhipped and through traffic was interrupted for some days.

Rajputana-Malwa.

9. The Malwa Section of the Rajputana-Malwa Railway was damaged by flood on the 12th July near Nusseerabad, the mixed train being derailed and two passengers injured. A relief train proceeding to the site was also derailed at another break near the same spot. Communication was restored on the 14th.

On the 12th September, the Sabi river rose in flood, and, combined with local heavy rain-fall, damaged the Rewari-Ferozepore section of the Rajputana-Malwa in several places between Rewari, Jatusana, and Kosli; also near Játaoli on the main line, and on the Faracknagar branch. Passengers and mails had to be transhipped, and traffic was interrupted. The breach on the main line was closed on the 16th, and through coaching traffic on the Rewari-Ferozepore resumed on the 17th. The main line was again damaged at Játaoli on the 30th September, but repaired the next day.

Bengal Central.

10. The floods, which occurred in September and October 1885, seriously damaged this line, and interrupted traffic. The principal damage done was the washing away of a 60-feet iron girder bridge on the Ranaghat-Bongong Section. The span, weighing some 32 tons, was swept away, and completely turned over. The breach here has been repaired, and a fresh bridge of 5 spans of 40 feet is in progress. Breaches also occurred near the 48th, 51st, and on 55th mile (since repaired or in hand); the latter being the most severe, and aggregating about 2,100 feet of embankment. Several minor culverts were severely tried, and the Codla bridge, 3 spans of 80 feet, suffered considerably from converging currents, and one pier and abutment were nearly scoured out. It is proposed to make substantial improvements to this bridge, and meantime a temporary diversion and bridge are being prepared; also to add considerably to the flood openings in the line, especially on the 55th mile.

Eastern Bengal.

11. The same floods which damaged the Bengal Central Railway severely tried the Eastern Bengal, which was breached in two places, just south and north of Bogoola station, at miles 57 and 58¾; the latter being a very formidable breach, 200 yards wide and 30 feet deep. The west wing wall of a bridge over the Kissengunge road also gave way owing to a large hole being scoured in the front of the bridge. The breaches occurred on the 10th September, and goods traffic was not fully resumed until the 7th October. The floods were due to the bursting of some bunds on the Nuddea rivers; and although measures have, it is believed, been taken to repair the damage, it is considered desirable to provide in future against the contingency of the bunds bursting by the supply of additional waterway. This line was also tried on the Goalundo extension, more especially between miles 114¾ and 116; but no breaches were made.

The River Termini at Goalundo and Damukdia were a source of considerable anxiety during the year. At Goalundo in the rains the river silted at the east face and cut at the north-east face to such an extent as to render the handling of a heavy traffic almost impracticable, and operations were carried on with the utmost difficulty. At Damukdia, on the other hand, the river silted up when it fell, and the goods working had to be removed to Kooshtea in the middle of October, and worked there for two months; various schemes have been put forth to obviate the inconvenience of a constantly changing station, but there does not seem to be any practical method of avoiding the difficulty.

Cawnpore-Achnera.

12. On the 17th July the bridges over the Kali Naddi at miles 70 and 154 were partially carried away by a very heavy flood caused by a fall of 18 inches in 12 hours over a portion of the drainage basin of this river. At mile 70 the two abutments which were on shallow foundations were carried away, and at mile 154 one abutment and about $\frac{1}{4}$ mile of the earth approach were destroyed. Several other breaches of minor importance were also made in the low banks between Khasgunj and Hathras.

Through traffic was suspended from July 17th to November 1st when diversions and temporary bridges were completed at both places.

South Indian.

13. On the 14th September the Vikravandi diversion at mile 92 on the South Indian Railway where the line had been seriously damaged by the floods of 1884, was badly breached. Traffic was also interrupted at the Gingee river on the Pondicherry branch. Through traffic on the main line was resumed on the 19th, and on the Pondicherry branch on the 21st. The South Indian again suffered in December 1885, being breached on the 17th of that month near Padalam, Panenti and Alapakom stations, and at the Vikravandi diversion, the Pondicherry branch being also impassable. Traffic on the main line was resumed on the 20th, and on the Pondicherry branch on the 22nd.

Great Indian Peninsula.
Bombay, Baroda and Central India.

14. But little damage was done to the Railways on the Bombay side by the monsoon of 1885. The Great Indian Peninsula had a slight breach at Kalyan on the 17th July, but was repaired by the next day. Similarly, the Bombay, Baroda was breached near Virar on the 18th July, but through traffic was resumed on the 20th idem. Small breaches also occurred on the Southern Mahratta, Dhond-Manmad, and Bhopal-Itarsi lines, but without any serious damage or important interruption of traffic.

Oudh and Rohilkhand.

15. The same flood that did so much injury to the Cawnpore-Achnera Railway also damaged a length of about 5 miles of the Aligarh Branch of the Oudh and Rohilkhand Railway between Rajghat and Atrauli Road, and through traffic *vid* Aligarh was suspended from the 16th July to the 6th August.

Bengal and North Western Railway.

16. On the Bengal and North Western Railway 100 feet of the west approach to the Gungee Bridge was cut away by a sudden rise of the Ganges on the 28th August. The breach was repaired and through traffic resumed on the 1st September.

Darjeeling-Himalayan.

17. On the Darjeeling-Himalayan Railway 45 inches of rain are reported to have fallen in the 10 days between the 29th June and 8th July. Twenty slips of various magnitude occurred, and traffic was more or less interrupted during the time, but considering the rainfall the damages were slight.

ACCIDENTS.

18. The following statement gives the total number of persons killed and injured in connection with railway working, during 1885 compared with 1884 :—

Accidents.

	Passengers.						Railway servants or servants of Contractors.						Other Persons.								Total all Classes.	
	From causes beyond their own control.		From their own misconduct or want of caution.		Total.		From causes beyond their own control.		From their own misconduct or want of caution.		Total.		Whilst passing over Railways at level-crossings.		Trespassers and suicides.		Miscellaneous not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1884 ...	12	59	34	77	46	136	29	72	111	341	140	413	11	6	150	26	19	17	180	49	366	598
1885 ...	4	36	37	111	41	147	14	67	137	489	151	556	13	5	192	49	15	13	219	66	411	769

19. Particulars regarding accidents to trains are given in the abstract on the next page.

The number of train accidents per 1,000 tran-miles was 0·07 or precisely the same as in 1884. There were 4 passengers killed from causes beyond their own control in connection with this class of accidents during 1885, being an average of one per $20\frac{1}{5}$ millions of passengers travelling; 33 were injured or an average of one per $2\frac{2}{5}$ millions. The total number of killed and injured, *viz.* 37, gives an average of 98 millions of miles travelled for each casualty.

Abstract of Accidents to Trains during 1885.

Serial No.	CLASS OF ACCIDENTS.	NUMBER OF ACCIDENTS.		DURING 1885.					
				NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL.	
		1884.	1885.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains, or parts of passenger trains ...	10	9	...	(a) 14	...	1	...	15
2	„ „ „ and goods or mineral trains, engines, and vehicles standing foul of the line ...	45	41	...	(b) 5	...	(b) 4	...	9
3	Collisions between goods trains, or parts of goods trains ...	71	76	...	...	(c) 2	(c) 12	2	12
4	„ light engines	11	16	...	...	...	...	...	...
5	Passenger trains, or parts of passenger trains leaving the rails ...	72	96	(d) 3	(d) 7	...	...	3	7
6	Goods trains, or parts of goods trains, engines, &c., leaving the rails	274	287	...	...	...	...	...	...
7	Trains or engines travelling in the wrong direction through points...	53	56	...	...	1	1	1	1
8	Trains running into stations or sidings at too high a speed ...	6	22	...	...	...	1	...	1
9	„ over cattle on the line	1,159	1,186	...	(e) 1	1	(f) 3	1	(g) 4
10	„ over obstructions on the line	99	98	...	(e) 1	...	3	...	(g) 4
11	„ through gates at level crossings	55	47	...	...	1	5	1	5
12	The bursting of boilers or tubes, &c., of engines	78	73	...	...	...	...	...	...
13	The failure of machinery, springs, &c., of engines	191	224	...	...	...	...	...	...
14	„ of tyres	13	13	...	...	...	...	...	...
15	„ of wheels	5	36	...	...	...	...	...	...
16	„ of axles	36	30	...	...	...	...	...	...
17	„ of brake apparatus	3	2	...	...	...	...	...	...
18	„ of couplings	113	127	...	...	...	1	...	1
19	„ of tunnels, bridges, viaducts, culverts, &c.	1	4	...	...	...	...	...	...
20	Broken rails	19	27	...	...	...	...	...	...
21	The flooding of portions of permanent-way	63	57	...	2	...	1	...	3
22	Slips in cuttings or embankments	46	36	...	...	...	...	...	...
23	Fire in trains	216	277	...	...	...	...	...	...
24	Fire at stations, or involving injury to bridges or viaducts ...	23	22	...	...	...	...	...	...
25	Other accidents	198	241	1	5	3	7	4	12
	TOTAL ...	(h)2,860	3,103	4	(i) 35	8	39	12	74

REMARKS.

(a) In an accident on the East Indian Railway, at the Agra Fort Station on the 18th January 1885, caused through drunkenness of a Driver, some passenger vehicles collided with two empty carriages while shunting; 6 passengers were injured. And on the 25th March 1885, at the Gya Station, as ten wagons were being shunted into the Station line, the coupling of the fifth wagon slipped off the draw-bar hook of the next wagon, and the uncoupled wagon came into collision with some passenger vehicles; 8 passengers were injured.

(b) On the East Indian Railway, on the 9th September 1885, a collision occurred at Madhupur Station between a passenger train and a brakevan, causing injury to 4 servants. And on the Bengal Central Railway, at Singia Station, on the 27th December 1885, No. 51 Up Train collided with some wagons, causing injury to 4 passengers.

(c) On the Great Indian Peninsula Railway, at the Kareli Station, on the 8th March 1885, No. 28 Up Goods came into collision with No. 61 Down Goods train through carelessness of the Driver and the Station Master; 1 servant was killed, and 5 injured. And on the Nizam's State Railway, on the 17th November 1885, while shunting at store yard, four Great Indian Peninsula Railway loaded wagons with men in them ran down the incline east of the store yard and collided with the construction engine; causing death to 1 servant and injury to 3 others.

(d) On the Punjab Northern State Railway, at mile 147¼ near Gujar Khan Station, on the 15th March 1885, a troop special train was derailed. The cause of the accident has not been satisfactorily explained; 3 men were killed and 4 officers and 3 men injured.

(e) Not passenger.

(f) On the Burma State Railway, at mile 127-11, Sittang line, on the 2nd November 1885, the engine of No. 64 Down mixed train ran over a bullock, causing injury to 3 servants.

(g) One was not a passenger.

(h) Exclusive of the Assam and Jorhat Railways.

(i) Two were not passengers.

(j) Exclusive of the Assam, Rohilkhand-Kumaun, Bareilly-Pilibheet, and Jorhat Railways.

	1884. (j)	1885.
Miles open	11,042¼	12,091¼
Train miles	39,541,470	45,222,502
No. of passengers in millions	78¼	80¼

CHAPTER VII.

LINES OPEN FOR TRAFFIC.

TRAFFIC WORKING.—FARES AND RATES.

TRAFFIC WORKING.

North Western System.

1. The Sind, Punjab and Delhi Railway having become the property of the State on the 1st January 1886, an amalgamated system consisting of that railway, the Indus Valley, the Punjab Northern, and the open sections of the Sind-Pishin and Sind-Sagar State Railways, was formed on that date and placed under one management. The open mileage of the system as above is, excluding branches, 1,791¾ miles.

North Western working mileage.

2. In addition to the above mileage the Amritsar-Pathánkot, 65 miles, and the Rájpura-Patiála, 16 miles, are worked by the Railway, also the Bolan Temporary Line, 47 miles, making the present total mileage worked 1,920 miles.

Bolan Temporary.

3. The working of the Bolan Temporary Railway was made over to the Indus Valley Railway in December 1885 with a view to the transport to Hirok of 100 miles of permanent way material required for railway construction on the plateau. The whole of this material has been collected at Hirok, and the line is now being utilised for the transport of military stores to Mach, and the Pishin Valley reserve material to Hirok. The line has not been opened for passenger traffic.

Eastern Bengal.

4. An important feature on the year's working of the Eastern Bengal State Railway was the making over of the steamer service of the Eastern Bengal Railway between Goalundo and Dacca and Náráyanganj as regards goods traffic only to the India General Steam Navigation Company for three years from 1st June 1885; the arrangement has so far worked satisfactorily.

The arrangement alluded to in last year's report with the Calcutta Landing and Shipping Company for effecting deliveries at mills and ships on the river Hooghly below the Gouripur Jute Mill has worked well so far as it has gone, but it has not been so extensively patronised as was expected; 579,638 maunds only were dealt with from 1st January 1885 to 1st January 1886.

A town delivery was established during the year, and consignees can book goods of all descriptions from the forwarding station to any address in the town or suburbs of Calcutta. The facilities offered, however, have not as yet been availed of to any extent.

Bengal and North Western.

5. Through booking of goods between the Tirhoot State Railway and the Bengal and North Western Railway was established on 1st December 1885. The ferry between Sonepore and Hajipur over the Gunduk river is worked by the latter Railway.

Rohilkhand-Kumaun.

6. An agency of the Rohilkhand-Kumaun Railway has been opened at Naini Tal, and a cart service established for the conveyance of goods from Káthgodám Station to Naini Tal. Arrangements have also been made for the through booking of goods to the latter place from all railways. A tonga service between Káthgodám and the Brewery has also been established. These services have not so far been remunerative, and they have hitherto been maintained under very trying circumstances. The road between Káthgodám and Naini Tal is new, and the slips on it during the past rains were many and dangerous, and stopped both tonga and cart traffic at different times and for long periods at a time.

Value Payable Parcel Post.

7. The Government of India, after a consideration of the opinions on the subject received from the different Indian lines, being of opinion that the system of forwarding Railway receipts by value payable post which had cropped up in an irregular manner, might without detriment, be generally permitted, decided to recognise it on the North Western and Eastern Bengal State Railways and lines worked thereby. The system is now in use on the Eastern Bengal and connected lines under a general set of rules framed by Government, and will be introduced on the North Western Railway from the 1st April, the many traffic changes involved on the amalgamation having delayed the issue of the necessary instructions.

Ferry trains Sutlej and Chenab.

8. The whole of the troops for the Delhi Camp of Exercise were crossed over the Sutlej and Chenab rivers in the Ferry trains of the North Western Railway, and the military authorities expressed their satisfaction at the success of the arrangements.

Passenger and Goods Traffic. Unit mileage. 1885.

9. The tables on pages 74 to 79 contain particulars of the passenger and goods traffic and the unit mileages of the same carried on the various Railways during 1885.

10. Of the important staples, the traffic in grain and seeds in 1885 shews an increase over that of the preceding year of 1,131,143 tons or 23½ per cent., the actual figures being—

	Tons.
In 1884	4,784,990
In 1885	5,916,133

11. The wheat traffic has recovered the depression of 1884 and has slightly exceeded that of 1883, the quantities carried by the important exporting railways have been during the past three years as follows:

	1883.	1884.	1885.
	Tons.	Tons.	Tons.
Great Indian Peninsula Railway	403,823	400,881	457,842
Bombay, Baroda and Central India... ...	112,512	59,693	178,231
East Indian Railway	469,173	186,048	369,000
Sind, Punjab and Delhi Railway	363,771	249,519	455,891

while the exports from the three chief ports have been—

	1883.	1884.	1885.
	Tons.	Tons.	Tons.
Bombay	488,096	376,834	565,376
Calcutta	405,891	130,004	213,759
Kurrachee	217,348	193,000	325,981
Total ...	1,111,335	699,838	1,105,116

Fares and Rates.

12. The following paragraphs detail the chief alterations in rates and fares on the open lines during the year. The table on pages 72 and 73 show the ordinary Passenger Fares and Goods Rates in force on Indian Railways at the 31st December 1885.

Coaching Fares.

13. From the 1st July 1885, the 1st and 2nd class passenger fares on the Eastern Bengal Railway for all distances over 30 miles were assimilated to those in force on the East Indian Railway, the fares for Suburban traffic up to that distance remaining as before.

Eastern Bengal.

14. The reduction of the 3rd class fare to 1·75 pie per mile, alluded to in last year's report, has so far given very satisfactory results; the numbers have increased over 70 per cent. on the average, and a substantial increase is now being shown in the receipts.

Tirhoot.

15. From November 1885 the designations of the 3rd and 4th classes on the Nágpur-Chhattísgarh Railway were changed to intermediate and 3rd class. The fares remaining unaltered—intermediate 4 pies; 3rd class 2 pies, per mile.

Nagpur-Bengal, Nagpur-Chhattisgarh Section.

16. From the 1st February the 3rd class passenger fares on the Bengal and North Western Railway have been reduced to 2 pies per mile.

Bengal and North Western.

17. From the 1st July 1885 an intermediate class was adopted on the South Indian Railway, the fare being 3 pies per passenger per mile. At the same time the 2nd class fare was raised from 4 to 6 pies per mile. The 3rd class remains at 2 pies.

South Indian.

Goods Rates.

18. On the East Indian Railway the chief alterations in rates have been a reduction in the grain and seeds rates, from Digah Ghât to Howrah, to Rs. 27 per 100 maunds or ·15 pie per maund per mile; the lowering of the salt rate from Agra to Benares to Rs. 21-6 per 100 maunds or ·11 pie per maund per mile; and the reduction in the Howrah to Digah Ghât salt rate to Rs. 27 per 100 maunds or ·15 pie per maund per mile.

East Indian.

19. Ferry charges at the Indus for all classes of goods from Kurrachee and Kiámári and ferry charges at the Sutlej on all goods to and from Ferozepore are to be abolished on and from the 1st April 1886.

North Western.

20. The rates on the Eastern Bengal State Railway have varied considerably during the year, especially those for jute, which had to be reduced to an abnormally low figure on account of the water competition. The Railway share of the rate for loose jute was at one time one anna six pies per maund from Goalundo to Calcutta, which gives, eliminating handling charges, a mileage rate of about $\frac{1}{15}$th pie per maund per mile.

Eastern Bengal.

21. The maximum and minimum goods rates for the Rajputana-Malwa detailed in last year's report have been modified by the Government of India and are now as follows:—

Rajputana-Malwa.

Maximum rate for any class of goods one pie per maund per mile, minimum for any class of goods 0·14 pie per maund per mile.

Tirhoot.

22. The rate for special class goods, through and local, on the Tirhoot State Railway has been reduced from 28 to 20 pies per 100 maunds, a reduction which is showing good results. The rate for coal and for salt upwards has been reduced to 20 pies per 100 maunds per mile.

Oudh and Rohilkhand.

23. The salt rate *viâ* the Oudh and Rohilkhand between Cawnpore and Benares was reduced in March to Rs. 15 per 100 maunds. This rate being practically $\frac{1}{8}$th pie per maund per mile. The through rate from Benares to Saháranpur for Kerosine oil has also been reduced to Rs. 60 per 100 maunds, or about $\frac{1}{5}$th pie per maund per mile.

Bengal and North Western.

24. On the Bengal and North Western Railway the bulk of the goods traffic, which is grain and seeds, is carried at $\frac{1}{3}$th pie per maund per mile. Salt from Howrah is carried at $\frac{1}{9}$th pie per maund per mile. The rate for country tobacco was reduced during the year from $\frac{1}{2}$ to $\frac{1}{4}$th pie per maund per mile, and that of Mhowa fruit, a considerable staple of traffic, from $\frac{1}{3}$rd to $\frac{1}{5}$th pie per maund per mile, to enable the Company to compete for the traffic in these two articles with water carriage by country boats.

Comparison of Indian and European goods freight rates.

25. A comparison of the rates of some of the important staples of goods traffic on the Indian and European lines is given below. In working out the Indian rates the exchange is calculated at 1*s.* 6*d.* = Re. 1. The English and Continental rates are taken from a report by Sir B. Samuelson, M. P., F. R. S., dated December 1885; the distances, from the tables in Part II of the Report of the Parliamentary Select Committee on Railways, 1881.

Grain.

Grain, Liverpool to Birmingham, 12*s.* 6*d.* per ton; distance 97 miles—

	Rate per ton-mile.
	d.
Liverpool to Birmingham	1·54
For same distance German tariff would be	1·13
„ „ Belgian „ „	0·79
„ „ Dutch „ „	0·96
„ „ Indian „ „	0·85

Sugar.

Sugar, London to Sheffield, 15*s.* 0*d.* per ton; distance 161 miles—

	Rate per ton-mile.
	d.
London to Sheffield	1·12
For same distance German tariff would be	1·32
„ „ Belgian „ „	1·00
„ „ Dutch „ „	0·96
„ „ Indian „ „	0·85

Cotton.

Cotton, Liverpool to Manchester, 7*s.* 2*d.* per ton; distance 31 miles—

	Rate per ton-mile.
	d.
Liverpool to Manchester	2·77
For same distance German tariff would be	1·61
„ „ Belgian „ „	1·74
„ „ Dutch „ „	1·61
„ „ Indian „ „	1·53

Cotton goods.

Cotton goods, Manchester to Liverpool, for export 6*s*. 10*d*. per ton; distance 31 miles—

	Rate per ton-mile.
	d.
Manchester to Liverpool	2·64
For same distance German tariff would be	2·06
„ „ Belgian „ „	2·22
„ „ Dutch „ „	1·61
„ „ Indian „ „	1·28

Coal.

Coal, South Yorkshire to London; distance 161 miles—

	Rate per ton-mile.
	d.
South Yorkshire to London	0·51
For same distance German tariff would be	0·51
„ „ Belgian. „ „	0·37
„ „ Dutch „ „	0·48
„ „ Indian „ „	0·64

Iron-Bar.

Iron (Bar), North Staffordshire to London, 13*s*. 4*d*. per ton; distance 151 miles—

	Rate per ton-mile.
	d.
North Staffordshire to London	1·06
For same distance German tariff would be	0·78
„ „ Belgian „ „	0·50
„ „ Dutch „ „	0·69
„ „ Indian „ „	0·85

The Indian rates quoted are the tariff rates for short distance traffic, but special rates exist for long distance traffic, *e.g.*, grain and seeds are carried by East Indian Railway from Delhi to Howrah, 954 miles, at 0·27*d*. per ton per mile.

Average Indian passenger mile and goods ton-mile receipts in 1885.

Taking as above Re. 1= 1*s*. 6*d*., the average receipt per passenger mile on Indian Railways in 1885 was 0·24*d*.; on the same basis the average goods receipt was 0·64*d*. per ton-mile.

Table showing Ordinary Passenger Fares and Goods Rates in pies on the principal Indian Railways on the 31st December, 1885.

Table showing Ordinary Passenger Fares and Goods Rates

NAMES OF RAILWAYS.	PASSENGER FARES PER MILE.				SPECIAL CLASS PER TON PER MILE.		1ST CLASS.	
	1st Class.	2nd Class.	Intermediate or 3rd Class.	4th or Lowest Class.	Food-grains.	Coal.	Per ton per mile.	Per maund per mile.
	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
STATE IMPERIAL.								
EAST INDIAN	18	9	4·50	2·50	(*a*)	(*b*)	9·07	0·33
RAJPUTANA-MALWA	15	8	3·00	2·00 to 2·66	(*c*)	(*d*)	9·53	0·35
SOUTHERN MAHRATTA	18	9	...	2·50	6·75	9·00	9·00	0·33
EASTERN BENGAL	18	9	4·00	2·50	5·72	5·44	9·07	0·33
WARDHA COAL	18	9	4·00	2·00	8·00	4·50	10·00	0·37
PUNJAB NORTHERN	12	8	3·50	3·50 & 2·00	6·80	4·54	9·07	0·33
INDUS VALLEY	12	8	2·50	2·00	5·44 to 3·88	2·72 to 4·54	9·07	0·33
STATE PROVINCIAL.								
BAREILLY-PILIBHEET	18	...	4·50	2·00	6·80	5·44	9·07	0·33
NALHÁTI	18	6	3·00	...	7·89 & 8·98	11·43	11·97	0·44
TIRHOOT	18	9	4·50	1·75	7·62	7·62	8·98	0·33
NORTHERN BENGAL	18	9	4·00	(*m*) 2·50	5·44 & 3·89	5·44 & 3·89	9·07	0·33
DACCA	18	9	4·00	2·50	6·80	9·07	9·07	0·33
CAWNPORE-ACHNERA	15	8	3·00	2·00	4·63	4·63	8·98	0·33
AMRITSAR-PATHÁNKOT	12	8	4·00	2·25	6·80	5·44	9·07	0·33
NÁGPUR-CHHATTÍSGARH	18	8	4·00	2·00	(*k*)	6·00	10·00	0·37
BURMA	14·90	6	...	3·00	7·98	7·98	12·27	0·45
GUARANTEED COMPANIES.								
MADRAS	18	7	...	2·00	4·53 to 6·80	8·00	10·00	0·37
SOUTH INDIAN	12	6	3·00	2·00	(*e*)	(*e*)	(*e*)	(*e*)
GREAT INDIAN PENINSULA	12	6	3·00 & 2·50	...	5·00 to 8·00	6·00	10·00, 9·50 & 9·00	0·37, 0·35 & 0·33
BOMBAY, BARODA AND CENTRAL INDIA ...	12	6	3·00 & 2·50	...	(*f*) 7·89 (*g*) 7·08	(*h*) 7·89	(*i*) 10·89	(*j*) 0·40
OUDH AND ROHILKHAND	Upper Class 9, Intermediate 4, Lower 2·50				4·53 & 5·44	5·44	(*l*)	(*l*)
SIND, PUNJAB AND DELHI ...	12	8	4·00	2·50 & 2·25	6·80	3·89	9·07	0·33
ASSISTED COMPANIES.								
BENGAL CENTRAL	12	6	4·50	3·00	4·08	4·08	8·98	0·33
BENGAL AND NORTH WESTERN	15	9	4·00	2·50	6·81 to 3·40	6·81	9·07	0·33
ROHILKHAND-KUMAUN, ...	29·94	...	8·87	2·32	6·80 to 8·98	5·44	19·05	0·70
NATIVE STATES.								
H. H. THE NIZAM'S	18	6	2·50	2·00	8·00	6·00	10·00	0·37
H. H. THE GAEKWAR'S	Upper Class 7, Lower 3			...	(*n*)	7·89	10·89	0·40
BHÁVNAGAR-GONDAL	12	6	...	3·00 & 2·50	7·00	8·00	10·88	0·40
MYSORE	12	6	...	3·00	7·00	8·00	10·00	0·37
JODHPORE	18	6	2·00	...	10·90	...	21·77	0·80
RÁJPURA-PATIÁLA	12	8	4·00	2·25	6·80	5·44	9·07	0·33

The rates on the Sindia, Patna-Gya, Dildárnagar-Gházipur, and Tárakeshwar were the same as on the East 4th or Lowest class, 3 pies.
" " Pondicherry line were the same as on the South Indian.
" " Dhond-Manmád, Khámgaon, Amraóti, and Bhopal-Itársi were the same as on the Great
" " Pátri line were the same as on the Bombay, Baroda and Central India.
" " Kaunia-Dharlla, Deoghur, Jorhat, Thatón-Duyinzaik, and Assam Railways are omitted

(*a*) All Stations except Howrah.
For first 100 miles ... ... 9·07 pies per ton per mile.
" extra distances over 100 up to 450 miles ... ... 4·67 " " "
" extra distances above 450 miles ... ... 3·27 " " "
For Traffic to Howrah.
1 to 100 miles ... ... 7·89 " " "
101 to 450 " ... ... 4·36 " " "
Over 450 " ... ... 3·54 " " "
(*b*) For distances over 100 miles ... ... 9·07 " " "
" " of and over 100 and under 300 miles ... ... 6·80 " " "
" " of and over 300 and under 600 miles ... ... 4·54 " " "
" " over 600 miles ... ... 3·89 " " "
" Coal for North Western Railway from Giridih to Ghaziabad ... ... 3·27 " " "

(*c*) 9·53 pies per ton per mile from 1 to 100 miles
6·81 " " " 101 to 200 "
4·08 " " " 201 to 400 "
2·72 " " " over 400 " } When in consignments of 270 maunds or 9·92 tons or over.

(*d*) As above when carried for the public, but Railway coal at 3·54 pies per ton per mile.

(*e*) Special ... ... 8·98 pies per ton per mile or 0·33 pies per maund per mile.
Ordinary ... ... 13·61 " " " or 0·50 " " "
Combustibles ... ... 54·44 " " " or 2·00 " " "
And in truck loads of 162 maunds or 5·95 tons, 3 annas per mile, and of 270 maunds or 9·92 tons, 5 annas per mile.

in pies on the principal Indian Railways on 31st December 1885.

GOODS RATES.								
2ND CLASS.		3rd CLASS.		4TH CLASS.		5TH CLASS.		NAMES OF RAILWAYS.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	
Pies.	Pies	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	
								STATE IMPERIAL.
13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	EAST INDIAN.
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	RAJPUTANA-MALWA.
13·50	0·50	18·00	0·66	27·00	1·00	36·00	1·33	SOUTHERN MAHRATTA.
18·14	0·66	27·22	1·00	...	...	...	...	EASTERN BENGAL.
14·00	0·52	24·00	0·89	34·00	1·25	48·00	1·77	WARDHA COAL.
13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	PUNJAB NORTHERN.
13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	INDUS VALLEY.
								STATE PROVINCIAL.
13·61	0·50	27·22	1·00	...	...	...	...	BAREILLY-PILIBHEET.
17·96	0·66	23·95	0·88	35·93	1·32	71·86	2·64	NALHÁTI.
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	TIRHOOT.
18·14	0·66	27·22	1·00	...	...	...	...	NORTHERN BENGAL.
18·14	0·66	27·22	1·00	...	...	...	...	DACCA.
13·61	0·50	17·96	0·66	22·59	0·83	27·22	1·00	CAWNPORE-ACHNERA.
13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	AMRITSAR-PATHÁNKOT.
14·00	0·51	24·00	0·88	34·00	1·25	48·00	1·76	NÁGPUR-CHHATTÍSGARH.
15·34	0·56	19·95	0·73	...	...	...	...	BURMA.
								GUARANTEED RAILWAYS.
13·61	0·50	18·00	0·66	24·00	0·88	36·00	1·33	MADRAS.
(*e*)	(*e*)	(*e*)	(*e*)	(*e*)	(*e*)	(*e*)	(*e*)	SOUTH INDIAN.
14·00 & 13·50	0·52 & 0·50	23·80, 22·00 & 20·00	0·88, 0·82 & 0·74	34·00, 28·00 & 25·00	1·26, 1·04 & 0·93	48·00, 42·00 & 34·00	1·78, 1·56 & 1·26	GREAT INDIAN PENINSULA.
(*i*) 16·33	(*j*) 0·60	(*i*) 21·78	(*j*) 0·80	(*i*) 27·22	(*j*) 1·00	(*i*) 32·66	(*j*) 1·20	BOMBAY, BARODA AND CENTRAL INDIA.
(*l*)	(*l*)	(*l*)	(*l*)	(*l*)	(*l*)	(*l*)	(*l*)	OUDH AND ROHILKHAND.
13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	SIND, PUNJAB AND DELHI.
								ASSISTED COMPANIES.
3·81	(*o*) 0·14	(*o*) 4·62	(*o*) 0·17	(*o*) 5·44	(*o*) 0·20	(*o*) 6·80	(*o*) 0·25	BENGAL CENTRAL.
13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	BENGAL AND NORTH WESTERN.
28·58	1·05	54·44	2·00	...	...	...	...	ROHILKHAND-KUMAUN.
								NATIVE STATES.
14·00	0·51	24·00	0·88	34·00	1·25	48·00	1·76	H. H. THE NIZAM'S.
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	H. H. THE GAEKWAR'S.
16·33	0·60	21·77	0·80	27·22	1·00	32·66	1·20	BHÁVNAGAR-GONDAL.
13·61	0·50	18·00	0·67	24·00	0·89	36·00	1·33	MYSORE.
27·22	1·00	29·94	1·10	34·02	1·25	38·11	1·40	JODHPORE.
13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	RÁJPURA-PATIÁLA.

Indian, excepting the Passenger Fares on the Tárakeshwar, which were—1st class, 12 pies; 2nd class, 6 pies; 3rd or intermediate class, 4·50 pies, and

Indian Peninsula.

they being short local lines.

(*f*) For distances up to 150 miles.

(*g*) ,, ,, from 151 to 400 miles. For through booking with the Rajputana-Malwa Railway—
1 to 100 miles @ 9·53 pies per ton per mile.
101 to 200 ,, @ 6·80 ,, ,, ,,
201 to 400 ,, @ 4·08 ,, ,, ,,
Over 400 ,, @ 2·72 ,, ,, ,,
} for consignments of 5·88 ton and over.

(*h*) But for Rajputana-Malwa Railway @ 3·54 pies per ton per mile.

(*i*) For through booking with the Rajputana-Malwa Railway—
1st class @ 9·53 pies per ton per mile.
2nd ,, @ 14·15 ,, ,, ,,
3rd ,, @ 19·05 ,, ,, ,,
4th ,, @ 23·14 ,, ,, ,,
5th ,, @ 27·22 ,, ,, ,,

(*j*) For through booking with the Rajputana-Malwa Railway—
1st class @ 0·35 pie per maund per mile.
2nd ,, @ 0·52 ,, ,, ,,
3rd ,, @ 0·70 ,, ,, ,,
4th ,, @ 0·85 ,, ,, ,,
5th ,, @ 1·00 ,, ,, ,,

(*k* 9·50 pies per ton per mile from 1 to 100 miles.
9·00 ,, ,, ,, above 100 ,,

(*l*) Low class—6·80 pies per ton per mile or 0·25 pie per maund per mile.
Middle class—13·61 pies per ton per mile or 0·50 pie per maund per mile.
High class—27·22 pies per ton per mile or 1·00 pie per maund per mile.

(*m*) Also 2·25 pies for first 100 miles and 2·00 for next 100 miles.

(*n* For distances up to 150 miles, 7·89 pies per ton per mile; for distances from 151 to 400 miles, 7·08 pies per ton per mile.

(*o*) Special Class rates A to D.

Statement showing the Passenger Traffic on the several

Railways.	PASSENGER					
	First class.		Second class.		Third or Intermediate.	
	Number.	Receipts.	Number.	Receipts.	Number.	Receipts.
		Rs.		Rs.		Rs.
STATE IMPERIAL.						
East Indian	50,691	4,97,355	162,657	6,89,879	567,638	4,94,593
Rajputana-Malwa	17,132	1,51,868	54,329	1,87,992	94,056	1,07,692
Southern Mahratta	1,812	10,228	2,866	8,203	.....	.....
Eastern Bengal	41,012	65,529	89,099	69,582	489,284	2,68,093
Wardha Coal	357	859	276	351	1,338	845
Punjab Northern	9,286	66,867	37,888	1,10,215	24,450	33,460
Indus Valley	4,967	41,027	18,484	81,493	.....	.....
Total, State Imperial ..	124,789	8,33,733	365,599	11,47,715	1,176,766	8,44,683
STATE PROVINCIAL.						
Bareilly-Pilibheet	288	1,000	...	...	77	58
Nalhati	538	1,421	3,953	3,460	117,551	39,004
Tirhoot	6,894	23,728	6,981	13,057	8,233	7,659
Northern Bengal	3,982	42,734	9,559	43,634	29,256	38,733
Kaunia-Dhabla	810	2,468	1,786	2,470	...	...
Dacca	1,328	1,421	2,574	1,382	4,190	885
Cawnpore-Achnera	1,822	5,110	5,604	7,854	7,197	4,136
Amritsar-Pathankot	2,079	5,546	5,849	6,292	2,233	1,389
Nagpur-Ghhattisgarh	3,469	5,464	10,875	7,316	15,557	6,175
Burma	5,533	21,359	67,640	54,700	...	...
Jorhat	...	...	(a) 6	(a) 81	...	...
Total State Provincial ...	26,743	1,10,251	114,889	1,40,246	184,294	98,039
GUARANTEED COMPANIES.						
Madras	14,837	1,80,637	53,705	1,94,194	...	...
South Indian	12,946	43,076	48,073	46,952	43,448	27,031
Great Indian Peninsula ...	61,863	3,43,534	356,649	6,15,074	501,944	8,49,515
Bombay, Baroda and Central India ...	74,008	1,17,385	698,909	2,50,006	(c) 601,960	(c) 7,97,168
Oudh and Rohilkhand ...	...	...	(a) 25,383	(a) 90,434	(c) 63,172	(c) 57,420
Sind, Punjab and Delhi ...	26,774	1,55,531	93,235	2,45,862	40,598	66,072
Total Guaranteed Companies ...	190,428	8,40,163	1,275,954	14,42,522	1,251,122	17,97,206
ASSISTED COMPANIES.						
Bengal Central	2,490	4,303	23,823	15,988	57,996	21,382
Deoghur	251	126	...	...	183,382	22,921
Bengal and North Western ...	3,296	9,993	6,816	11,182	5,077	3,933
Rohilkhand-Kumaun	2,179	21,992	...	...	3,310	9,875
Assam	2,573	4,128	2,896	2,844	67,073	36,661
Total Assisted Companies ...	10,789	40,542	33,535	30,014	316,838	94,777
NATIVE STATES.						
His Highness the Nizam's	3,806	27,781	19,306	36,933	(c) 146,023	(c) 96,633
His Highness the Gaekwar's	...	...	(a) 2,444	(a) 2,437	...	...
Bhavnagar-Gondal	2,659	8,019	15,056	16,068	...	...
Mysore	3,135	8,286	13,674	13,454	...	...
Jodhpore	945	4,852	2,003	3,333	186,879	79,955
Rajpura-Patiala	745	591	1,640	602	302	102
Total Native States ...	11,290	49,509	55,123	72,827	333,204	1,76,690
TOTAL OF ALL RAILWAYS ...	364,037	18,74,198	1,845,100	28,33,324	3,262,224	30,11,395

Note.—Information not received for the Darjeeling-

(a) Upper class
(b) Lower Class.
(c) Third Class passengers by mail trains.

Railways during the year ending 31st December 1885.

TRAFFIC.

Fourth or Lowest.		Other coaching traffic.	Total.		Railways.
Number.	Receipts.		Number.	Receipts.	
	Rs.	Rs.		Rs.	
					STATE IMPERIAL.
12,048,481	1,05,22,470	18,43,162	12,829,467	1,40,47,459	East Indian.
5,815,691	35,84,762	5,47,686	5,981,208	45,80,000	Rajputana-Malwa.
498,379	2,78,300	41,935	502,537	3,38,666	Southern Mahratta.
4,079,754	14,38,079	2,11,717	4,699,149	19,93,000	Eastern Bengal.
118,294	31,309	2,710	120,265	36,074	Wardha Coal.
2,010,857	13,08,047	4,15,510	2,112,481	19,34,099	Punjab Northern.
1,844,759	15,31,020	4,24,765	1,868,210	20,78,305	Indus Valley.
26,446,215	1,86,93,987	34,87,485	28,113,367	2,50,07,603	Total State Imperial.
					STATE PROVINCIAL.
84,833	27,261	1,636	85,198	29,955	Bareilly-Pilibheet.
...	...	5,645	122,042	49,530	Nalhati.
1,440,351	4,26,276	74,785	1,462,459	5,45,505	Tirhoot.
863,288	4,70,751	86,291	906,085	6,82,143	Northern Bengal.
79,595	35,531	7,308	82,191	47,777	Kaunia-Dhabla.
252,928	35,620	1,752	261,020	41,060	Dacca.
1,605,450	4,75,117	27,593	1,620,073	5,19,810	Cawnpore-Achnera.
549,342	1,53,098	11,084	559,503	1,77,409	Amritsar-Pathankot.
729,522	1,89,537	19,105	759,423	2,27,597	Nagpur-Chhattisgarh.
2,808,138	11,12,990	52,677	2,881,311	12,71,726	Burma.
(*b*) 3,029	(*b*) 591	33	3,097	705	Jorhat.
8,416,476	29,56,772	2,87,909	8,742,402	35,93,217	Total State Provincial.
					GUARANTEED COMPANIES.
5,475,368	23,36,178	5,08,668	5,543,910	32,19,677	Madras.
6,289,955	23,26,983	1,04,874	6,394,422	25,48,916	South Indian.
8,054,920	45,18,670	15,47,842	8,975,376	78,74,635	Great Indian Peninsula.
(*d*) 9,046,906	(*d*) 22,11,928	4,25,344	10,421,783	38,01,831	Bombay, Baroda and Central India.
(*b*) 2,870,637	(*b*) 18,40,493	1,50,578	2,959,192	21,38,925	Oudh and Rohilkhand.
4,723,954	33,61,691	8,70,054	4,874,561	46,99,210	Sind, Punjab and Delhi.
36,451,740	1,65,95,943	36,07,360	39,169,244	2,42,83,194	Total Guaranteed Companies.
					ASSISTED COMPANIES.
1,075,770	3,78,498	576	1,160,079	4,20,747	Bengal Central.
...	...	...	183,633	23,047	Deoghur.
915,599	4,48,234	19,998	930,788	4,93,345	Bengal and North Western.
89,654	49,356	25,801	95,143	1,07,024	Rohilkhand-Kumaun.
...	...	4,504	72,542	48,137	Assam.
2,081,023	8,76,088	50,879	2,442,185	10,92,300	Total Assisted Companies.
					NATIVE STATES.
(*d*) 341,521	(*d*) 1,96,338	64,932	510,656	4,22,618	His Highness the Nizam's.
(*b*) 288,611	(*b*) 88,162	2,596	292,055	93,195	His Highness the Gaekwar's.
783,657	4,34,934	34,865	801,372	4,93,386	Bhavnagar-Gondal.
431,788	2,23,687	19,057	448,597	2,64,484	Mysore.
...	...	12,131	189,827	1,00,251	Jodhpore.
152,387	27,466	2,255	155,074	31,016	Rajpura-Patiala.
1,997,964	9,70,587	1,35,237	2,397,581	14,04,950	Total Native States.
75,393,418	4,00,93,377	75,68,970	80,864,779	5,53,81,264	TOTAL OF ALL RAILWAYS.

Himalayan and Thatôn-Duyinzaik Railways.

(*d*) Third Class passengers by other than mail trains.

(*e*) Lower Reserved.

Statement showing the Goods Traffic on the several

GOODS

Railways.	General Merchandise.		Military Stores.		Railway Materials for construction.		Coal for public and construction.	
	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.
		Rs.		Rs.		Rs.		Rs.
STATE IMPERIAL.								
East Indian	2,324,548	2,55,19,510	12,843	5,87,547	176,612	1,47,538	943,889	50,55,410
Rajputana-Malwa	1,001,316	1,09,05,720	4,192	1,10,583	44,688	92,869	7,088	45,014
Southern Mahratta	59,126	2,79,784	58	1,159	106,144	2,06,304	639	2,479
Eastern Bengal ...	445,532	19,98,771	306	2,378	81,952	62,352	28,155	65,003
Wardha Coal	29,552	54,504	...	3	103	273	83,439	87,200
Punjab Northern	315,680	13,24,185	6,346	1,04,302	34,430	65,931	...	...
Indus Valley	604,762	69,09,864	29,004	5,45,319	100,363	6,50,327	5,697	27,133
Total State Imperial. ...	4,870,816	4,60,92,338	52,749	13,51,291	544,382	12,25,594	1,069,507	52,82,239
STATE PROVINCIAL.								
Bareilly-Pilibheet	21,271	38,732	...	...	7,411	6,523	...	...
Nalhâti	7,292	18,689	...	...	...	...	3,755	6,378
Tirhoot	173,264	5,00,400	38	334	5,837	26,609	7,848	22,595
Northern Bengal	171,793	11,44,182	182	2,716	11,876	36,713	2,970	13,852
Kaunia-Dharlla	4,188	11,519	45	274	15	13	...	1
Dacca ...	3,435	14,584	...	...	86,717	80,974	15	31
Cawnpore-Achnera	133,065	2,77,456	770	5,864	14,219	37,456	900	2,357
Amritsar-Pathánkot	60,187	83,539	650	633	1,870	547	324	454
Nágpur-Chhattísgarh	224,312	11,30,041	453	814	3,724	6,285	1,155	924
Burma	166,323	6,85,901	1,649	16,263	31,260	56,749	1,486	3,916
Jorhât ...	5,599	30,744	...	...	...	...	39	125
Total State Provincial ...	970,729	39,35,787	3,787	26,898	162,929	2,01,869	18,472	50,633
GUARANTEED COMPANIES.								
Madras	646,395	40,47,164	2,844	71,660	2,084	13,676	227	1,332
South Indian	584,256	18,17,917	210	11,015	117,537	40,067	59	48
Great Indian Peninsula ...	1,728,602	2,62,77,950	11,227	2,42,414	23,880	52,202	51,679	1,51,099
Bombay, Baroda and Central India	1,084,835	82,85,480	1,398	30,381	24,036	40,117	38,379	2,17,367
Oudh and Rohilkhand ...	639,828	24,37,219	2,347	16,043	140,354	2,59,475	6,287	11,682
Sind, Punjab and Delhi ...	1,659,929	76,76,572	26,044	4,01,241	50,051	23,396	34,031	1,21,185
Total Guaranteed Companies ...	6,343,845	5,05,42,332	44,070	7,72,754	357,042	4,28,933	130,662	5,02,713
ASSISTED COMPANIES.								
Bengal Central	27,541	59,750	15	16	...	...	2,662	5,040
Deoghur	...	...	...	...	...	...	...	...
Bengal and North Western ...	95,003	4,59,990	22	407	42,818	90,024	2,627	5,599
Rohilkhand-Kumaun	17,964	33,921	14	87	38,530	39,846	...	...
Assam ...	11,571	94,338	...	...	...	...	36,816	98,564
Total Asisted Companies ...	152,079	6,47,999	51	510	81,348	1,29,870	42,105	1,09,203
NATIVE STATES.								
His Highness the Nizam's ...	90,213	4,94,943	1,806	23,377	19,696	1,24,231	420	1,516
His Highness the Gaekwar's ...	29,931	57,134	...	...	69	22	1	1
Bhávnagar-Gondal	74,863	4,46,396	...	...	12,762	10,811	797	2,905
Mysore	48,588	1,38,280	...	...	3,670	14,920	...	...
Jodhpore	20,430	65,471	...	...	4,366	2,957	6	22
Rájpura-Patiála	20,681	15,870	16	16	1,150	340	888	688
Total Native States ...	284,715	12,18,103	1,822	23,39:	41,713	1,53,281	2,112	5,132
TOTAL OF ALL RAILWAYS ...	12,622,184	10,33,36,559	102,479	21,74,816	1,188,314	21,39,547	1,262,858	59,49,920

Note.—Information not received for the Darjeeling-

(*a*) Less Rs. 6,054 due to outstandings not recovered.

Railways during the year ending 31st December 1885.

TRAFFIC.

Coal for Revenue only.		Revenue Stores other than Coal.		Live-Stock.		Miscellaneous.	Total.		Railways.
Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Receipts.	Tons.	Receipts.	
	Rs.		Rs.		Rs.	Rs.		Rs.	
									STATE IMPERIAL.
205,404	5,12,521	1,069,017	6,91,177	1,701	73,465	(a) 76,852	4,734,044	3,26,67,020	East Indian.
78,395	2,46,678	67,690	1,63,228	231	9,097	13,811	1,199,200	1,15,87,003	Rajputana-Malwa.
1,788	6,103	6,888	15,214	11	118	1,630	174,954	5,12,786	Southern Mahratta.
38,272	34,933	57,632	44,204	185	5,888	11,181	652,034	22,24,760	Eastern Bengal.
5	3	1,527	1,877	...	...	436	114,686	1,44,296	Warora Coal.
9,614	18,422	14,886	24,064	1,310	31,581	98,218	382,266	16,66,704	Punjab Northern.
18,519	70,786	85,915	91,527	2,613	58,500	37,500	926,874	83,90,939	Indus Valley.
346,997	8,89,397	1,303,555	10,31,351	6,051	1,78,627	2,39,628	8,194,057	5,71,93,505	Total State Imperial.
									STATE PROVINCIAL.
...	...	14	35	...	...	256	28,696	45,549	Bareilly-Pilibhet.
...	...	490	420	...	...	194	11,537	25,681	Nalhati.
4,275	5,287	3,261	7,940	3	45	17,075	194,526	5,80,271	Tirhoot.
6,575	18,219	12,185	30,161	82	1,921	4,253	205,663	12,52,017	Northern Bengal.
37	45	...	...	...	...	557	4,285	12,239	Kaunia-Dhamlla.
156	240	50	60	...	...	67	90,373	45,956	Dacca.
4,040	9,959	3,422	6,112	2	37	292	157,018	3,39,533	Cawnpore-Achnera.
65	42	9,785	2,118	...	27	353	72,676	88,159	Amritsar-Pathankot.
5,726	14,287	43,093	20,153	1	11	4,975	283,404	11,77,488	Nagpur-Chhattisgarh.
417	130	32,542	52,672	968	17,680	2,621	225,625	8,35,982	Burma.
16	34	...	...	...	...	...	5,654	30,902	Jorhat.
21,907	48,223	110,637	1,19,677	1,056	19,967	30,644	1,289,517	44,33,698	Total State Provincial.
									GUARANTEED COMPANIES.
5	19	239,592	81,730	1,539	46,684	7,711	892,681	42,72,976	Madras.
12,952	22,714	420,267	86,214	309	4,425	3,3 3	1,135,587	10,85,700	South Indian.
156,143	5,74,853	393,881	7,62,115	9,775	1,16,214	27,461	2,375,187	2,82,04,308	Great Indian Peninsula.
53,294	1,52,763	123,363	1,85,660	11,750	2,37,758	6,531	1,337,055	91,56,057	Bombay, Baroda and Central India.
37,321	90,185	142,834	1,11,881	32	618	8,528	969,009	29,35,661	Oudh and Rohilkhand.
46,008	1,04,218	245,317	1,99,058	(b) 1,772	47,628	35,046	2,063,152	86,08,344	Sind, Punjab and Delhi.
305,723	9,44,752	1,565,254	14,29,655	25,171	4,53,327	88,580	8,772,667	5,51,62,046	Total Guaranteed Companies.
									ASSISTED COMPANIES.
2,631	2,024	5,044	2,711	1	9	252	37,884	69,802	Bengal Central.
...	...	...	...	...	...	...	(c) 2,115	(c) 617	Deoghur.
13,634	18,587	742	2,057	3	28	1,464	154,849	5,78,156	Bengal and North Western.
...	...	59	104	11	188	580	56,578	74,726	Rohilkhand-Kumaun.
...	...	...	7	...	150	...	48,387	1,93,059	Assam.
16,255	20,661	5,845	4,879	15	375	2,296	299,813	9,16,360	Total Assisted Companies.
									NATIVE STATES.
3	9	24,563	18,09	448	9,938	3,002	137,119	6,75,706	His Highness the Nizam's.
229	127	2,586	949	6	17	156	32,822	58,406	His Highness the Gaekwar's.
2,578	818	4,346	3,140	38	327	1,668	95,384	4,60,375	Dhrangadra-Gondal.
7	21	3,274	4,426	28	1,10	1,003	55,567	1,80,765	Mysore.
...	...	1	1	2	24	909	24,814	62,381	Jodhpore.
231	61	556	150	73	242	135	23,395	17,502	Kolhapur-Ratnagiri.
3,048	1,036	35,326	27,666	595	11,051	6,873	369,331	14,47,158	Total Native States.
693,930	19,04,019	3,020,617	26,16,268	32,888	6,63,950	3,68,021	18,925,385	11,91,53,747	TOTAL OF ALL RAILWAYS.

Himalayan and Thatôn-Dayinzaik Railways.

(b) Approximate.

(c) Not classified.

Statement showing the Unit Mileage of Passengers and Goods carried

Railways.	PASSENGER TRAFFIC.						
	Number of Passenger Miles (expressed in the number of passengers carried one mile).					Other Coaching Traffic.	
	First Class.	Second Class.	Third or intermediate Class.	Fourth or lowest Class.	Total.	Ton miles.	General Merchandize.
STATE IMPERIAL.							
East Indian (*include*)	6,635,163	26,455,966	26,094,980	806,559,689	865,745,800	11,538,872	719,399,577
Rajputana-Malwa...	2,238,524	9,385,075	6,892,278	33,185,844	357,701,721	3,039,758	299,910,277
Southern Mahratta	114,642	278,374	...	21,394,161	21,787,177	152,475	5,319,376
Eastern Bengal	1,149,387	2,397,872	12,388,790	111,808,233	127,744,282	751,295	44,310,939
Wardha Coal	11,012	8,617	41,231	3,005,698	3,066,558	9,985	1,067,591
Punjab Northern	1,291,581	6,112,438	1,835,571	106,624,542	115,864,132	1,900,210	33,192,227
Indus Valley	772,454	4,616,224	...	130,314,499	135,703,377	2,905,867	249,860,775
Total State Imperial ...	12,212,765	49,214,566	47,252,850	1,518,892,866	2,627,573,041	20,297,962	1,353,060,762
STATE PROVINCIAL.							
Bareilly-Pilibheet	10,667	...	2,475	2,617,056	2,630,198	4,817	652,678
Nalhâti	15,301	110,793	2,520,459	...	2,646,553	26,195	185,009
Tirhoot	285,319	322,167	348,141	46,766,839	47,722,460	379,690	11,473,903
Northern Bengal	516,747	1,267,618	2,161,922	37,949,747	41,926,064	306,283	20,874,545
Kaunia-Dhaella	17,301	39,467	...	1,515,646	1,572,417	16,150	58,885
Dacca	15,453	29,713	44,546	2,785,428	2,875,140	2,145	219,906
Cawnpore-Achnera	65,136	247,990	264,679	45,611,053	46,188,858	141,716	7,552,358
Amritsar-Pathánkot	100,252	312,860	66,686	13,064,345	13,544,143	37,918	2,072,680
Nagpur-Chhattísgarh	72,640	328,951	345,010	18,237,541	18,984,142	63,654	19,910,919
Burma	235,496	2,256,305	...	73,151,344	75,643,145	155,576	18,245,118
Jodhát	...	(*a*) 57,720	...	...	57,720	...	75,987
Total State Provincial ...	1,364,309	4,973,614	5,753,918	241,698,999	253,790,810	1,134,144	81,321,988
GUARANTEED COMPANIES.							
Madras	2,485,011	6,309,161	...	241,359,698	250,153,870	2,728,630	99,178,852
South Indian	736,465	2,053,474	1,731,809	223,414,022	227,935,767	358,902	42,270,735
Great Indian Peninsula	6,115,241	32,346,161	54,559,281	355,398,978	448,419,661	8,140,404	579,235,276
Bombay, Baroda and Central India ...	2,201,125	9,919,126	(*e*)177,406,502	(*f*)52,297,575	241,824,328	2,440,575	203,940,930
Oudh and Rohilkhand	..	(*b*) 1,929,261	(*c*) 3,374,026	(*d*)141,349,838	146,653,125	800,569	78,694,180
Sind, Punjab and Delhi	2,984,391	12,621,534	3,171,138	266,042,826	284,820,189	5,326,020	213,899,498
Total Guaranteed Companies ...	14,522,233	65,178,717	240,243,955	1,279,862,937	1,599,806,940	20,105,106	1,217,219,471
ASSISTED COMPANIES.							
Bengal Central	80,523	575,670	1,111,027	24,697,679	26,464,899	66,359	1,750,927
Bengal and North Western	121,390	260,280	177,897	34,424,874	34,983,911	68,418	10,875,404
Rohilkhand-Kumaun	•139,254	...	211,212	3,720,681	4,071,147	62,621	733,058
Assam	78,892	57,554	1,794,672	...	1,931,118	...	426,549
Total Assisted Companies ...	4,20,059	893,504	3,294,808	62,842,734	67,451,105	197,398	13,785,938
NATIVE STATES.							
His Highness the Nizam's	306,446	1,965,819	(*e*) 7,421,380	(*f*) 18,848,477	28,602,128	434,335	8,485,718
His Highness the Gaekwar's	...	(*b*) 71,964	...	(*d*) 5,680,173	5,752,137	8,199	740,732
Bhávnagar-Gondal	108,775	440,291	...	31,329,177	31,878,243	149,217	6,435,686
Mysore	158,689	537,906	...	14,573,526	15,270,121	50,255	2,821,755
Jodhpore	51,548	106,637	7,675,691	...	7,833,876	55,630	535,271
Rájpura-Patiála	10,463	20,060	4,889	2,343,752	2,379,159	6,914	338,151
Total Native States ...	695,921	3,142,677	15,101,961	72,775,105	91,715,864	704,548	19,357,313
TOTAL OF ALL RAILWAYS ...	29,215,287	123,403,078	311,646,590	3,176,072,841	3,640,337,596	42,439,158	2,684,745,472

Note.—Information not received from the Darjeeling-Himalayan, Deoghur,

(*a*) Passenger mileage of "Upper" and "Lower" class passengers.
(*b*) Upper class.
(*c*) Lower Reserved and Intermediate class.

on the several Railways during the year ending 31st December 1885.

GOODS TRAFFIC. Number of ton miles (expressed in the number of tons moved one mile). Military Stores.	Railway materials for construction.	Coal for the public and construction.	Coal for revenue only.	Revenue stores other than Coal.	Live-Stock.	Total.	Railways.
							STATE IMPERIAL.
6,045,264	8,465,969	205,825,890	48,858,340	59,356,817	649,632	1,048,601,482	East Indian.
938,083	4,117,867	1,369,534	12,980,402	7,280,271	59,156	326,655,590	Rajputana-Malwa.
10,047	5,051,637	.99,171	276,575	571,652	1,166	11,329,624	Southern Mahratta.
29,732	2,229,471	2,591,398	2,417,242	2,006,122	22,438	53,607,342	Eastern Bengal.
22	6,183	3,597,688	114	71,999	...	4,743,597	Wardha Coal.
1,001,792	2,326,965	...	1,283,426	848,213	193,831	38,845,454	Punjab Northern.
6,937,542	25,586,573	1,316,109	4,671,495	4,187,340	474,107	293,033,941	Indus Valley.
14,962,482	47,784,665	214,799,790	70,486,594	74,322,414	1,400,330	1,776,817,037	Total State Imperial.
							STATE PROVINCIAL.
...	160,236	...	...	413	...	813,327	Bareilly-Pilibheet.
...	...	101,503	...	10,741	...	297,253	Nalhati.
2,855	736,158	585,867	161,937	219,234	298	13,180,262	Tirhoot.
32,640	1,217,139	526,561	775,833	942,675	10,341	24,379,734	Northern Bengal.
929	360	5	775	...	...	60,951	Kaunia-Dharlla.
...	1,092,906	1,102	8,541	2,034	...	1,324,483	Dacca.
64,767	851,776	65,696	600,471	231,140	87	9,366,295	Cawnpore-Achnera.
5,434	38,583	13,758	2,994	149,371	...	2,282,820	Amritsar-Pathankot.
8,495	118,325	33,823	533,271	1,507,284	36	22,112,153	Nagpur-Chhattisgarh.
219,715	843,490	198,771	3,750	532,492	465,008	20,508,344	Burma.
...	...	881	1,911	...	...	77,879	Jorhat.
334,845	5,058,967	1,527,967	2,088,583	3,595,384	475,770	94,403,504	Total State Provincial.
							GUARANTEED COMPANIES.
703,660	453,794	41,327	1,576	4,600,682	350,628	105,330,519	Madras.
47,139	1,501,377	2,402	1,094,155	3,646,619	53,941	48,616,368	South Indian.
2,355,542	1,670,474	4,764,683	24,878,205	43,919,708	1,341,426	658,165,314	Great Indian Peninsula.
289,091	1,027,124	11,790,146	8,380,111	7,022,084	2,441,631	235,191,117	Bombay, Baroda and Central India.
256,215	14,146,148	576,569	6,327,392	9,017,378	2,834	109,020,716	Oudh and Rohilkhand.
3,737,161	1,650,301	5,983,549	6,874,135	14,040,889	...	246,185,533	Sind, Punjab and Delhi.
7,388,808	21,049,218	23,158,676	47,555,574	82,247,360	4,190,460	1,402,809,567	Total Guaranteed Companies.
							ASSISTED COMPANIES.
28	...	229,389	97,219	179,812	40	2,257,415	Bengal Central.
9,059	2,549,807	257,461	813,758	66,519	8,176	14,580,184	Bengal and North Western.
770	1,055,606	...	...	2,590	685	1,792,709	Rohilkhand-Kumaun.
...	...	2,153,592	...	...	...	2,580,141	Assam.
9,857	3,605,413	2,640,442	910,977	248,921	8,901	21,210,449	Total Assisted Companies.
							NATIVE STATES.
217,986	2,380,372	49,376	234	648,583	52,720	11,834,989	His Highness the Nizam's.
...	1,196	15	6,991	44,620	113	792,667	His Highness the Gaekwar's.
...	505,933	59,036	34,796	211,944	2,831	7,250,226	Bhávnagar-Gondal.
...	430,570	...	505	148,304	1,867	3,403,001	Mysore.
...	130,891	336	...	36	109	666,693	Jodhpore.
256	23,979	14,856	4,330	3,742	...	385,314	Rájpura-Patiála.
218,222	3,472,941	123,669	46,856	1,057,229	57,640	24,333,890	Total Native States
22,914,234	80,971,204	242,250,544	121,088,584	161,471,308	6,133,101	3,319,574,447	TOTAL OF ALL RAILWAYS.

and Thâton-Duyinzaik Railways.

(*d*) Lower class.

(*e*) Third class passengers by mail trains.

(*f*) Third class passengers by other than mail trains.

CHAPTER VIII.

REVENUE AND TRAFFIC RESULTS.

REVENUE.

1. On page 82, will be found a statement giving the Capital outlay, [exclusive of Steam-boat Service and Suspense Accounts] for the several lines of railway open for traffic.

The average cost per mile of all open lines, [excluding Steam-boat Service and Suspense Accounts] is Rs. 1,27,934. The 5′ 6″ and the metre gauge lines have averaged respectively Rs. 1,67,526 and Rs. 66,163 per mile.

2. The net revenue derived from Railways during the year 1885 amounted to Rs. 9,12,63,306 as compared with Rs. 7,91,00,677 in 1884.

3. The total Capital debit excluding indirect charges against lines open to traffic on the 31st December 1885 was Rs. 1,61,91,78,405 and the percentage of the net earnings on this outlay amounted to 5·64 as compared with a similar percentage of 5·09 in 1884 on a capital outlay of Rs. 1,55,45,03,665.

4. Excluding the Steam-boat Service and Capital expenditure on suspense account the general results of railway working compare as follows for the last three years :

	1883.	1884.	1885.
Miles open at end of year	10,447·09	11,527·24	12,207·71
Capital outlay at end of year ... Rs.	1,42,19,31,294	1,50,18,58,806	1,56,17,76,876
Average cost per mile open ... „	1,36,108	1,30,288	1,27,934
Gross earnings during the year „	16,27,97,525	15,97,63,256	17,88,05,185
Working expenses during the year „	7,87,81,945	8,06,26,463	8,77,01,962
Net profits of the year ... „	8,40,15,580	7,91,36,793	9,11,03,223
Percentage of net profits on capital cost ...	5·91	5·27	5·84
Gross earnings per mile per week calculated on mean mileage worked Rs.	301	276	284

5. On page 83 will be found a statement comparing the net earnings and their percentages on Capital expenditure for the principal railways during the last five years.

6. The net revenue earned by the Imperial and Provincial State lines, East Indian and Branch lines excepted, during the past year amounted to *Rs. 2,00,32,980, being a return of 4·38 per cent. on a total Capital expenditure of Rs. 45,71,92,862. Including the East Indian Railway and State Branch lines worked by it, the net earnings of the State lines were at the rate of 6·17 per cent. on the Capital expended.

* This includes the Southern Mahratta which was shown under Assisted Companies in last year's report.

7. The net revenue of the East Indian Railway including the branch (*a*) lines worked by it, amounted to Rs. 3,08,19,333, being at the rate of 8·40 per cent. on a total Capital expenditure of Rs. 36,70,50,045. The surplus profits on this line during the past year, after paying annuity and interest charges, were Rs. 81,47,513, of which sum $\frac{1}{5}$th or Rs. 16,29,503 was paid over to the working Company as its share under the contract.

8. The statements relating to Guaranteed Railway transactions on pages 84 to 87 are similar to those given in previous reports. Conversions from the Indian currency into sterling have been made at the contract rates of exchange.

The Guaranteed lines returned a net revenue of £3,505,142. The guaranteed interest for the year amounted to £3,191,169, so that the net earnings were in excess of the guaranteed interest by £313,973.

From the commencement of operations up to 31st December 1885, a gross sum of £64,650,921 has been advanced as interest by the State to the Guaranteed Railway Companies, excluding the East Indian and Eastern Bengal Railways, and up to 30th June 1885 the total net earnings of these railways, exclusive of half of any surplus profits realized, amounted to £38,506,292, leaving a net amount of £26,144,629 which has been paid by the State.

The surplus profits realized on Guaranteed Railways during the year 1885 amounted to £785,866 as compared with £701,849 in 1884, and £911,382 in 1883.

9. The lines in the hands of Assisted Companies, including the Tarakessur Railway, yielded during 1885 a net revenue of Rs. 7,69,654, being at the rate of 2·02 per cent. on a total Capital outlay of Rs. 3,80,82,320.

10. The net revenue earned by the native State lines during the same period amounted to Rs. 12,77,881, being at the rate of 2·65 per cent. on a total Capital outlay of Rs. 4,82,13,793.

(*a*) Sindia, Patna-Gya, Gházipur-Dildárnagar, and Tárakeshwar.

Statement showing the total cost of each Railway on 31st December 1885, and the average cost per mile.

Railway.	Length of line open on 31st December 1885.	Total Capital outlay to 31st December 1885 (exclusive of Steam-boat Service and Suspense).	Average cost per mile (exclusive of Steam-boat Service and Suspense).	Total Capital outlay to 31st December 1885.
STATE IMPERIAL.	Miles.	Rs.	Rs.	Rs.
East Indian	1,515·00	34,41,03,024	2,27,151	35,16,65,868
Rajputana-Malwa	1,411·18	10,65,68,439	75,517	11,09,73,568
Patri	22·50	8,08,405	35,929	8,08,405
Sindia	74·88	89,20,769	1,19,134	89,51,493
Dhond-Manmad	145·75	1,02,53,539	70,350	1,02,63,278
Southern Mahratta	316·00	1,82,96,274	57,899	1,96,09,287
Eastern Bengal	234·00	4,66,96,537	1,99,557	4,80,31,432
Wardha Coal	45·00	55,16,385	1,22,586	56,58,515
Punjab Northern	446·75	7,30,51,256	1,63,517	7,40,83,595
Indus Valley	652·48	8,46,19,971	1,29,689	8,77,92,761
Total State Imperial ...	4,863·54	69,88,34,599	1,43,688	71,78,38,202
STATE PROVINCIAL.				
Patna-Gya	57·20	40,03,312	69,987	40,37,831
Dildarnagar-Ghazipur	12·00	7,04,814	58,734	7,05,858
Bareilly-Pilibheet	36·00	14,17,436	39,373	14,17,538
Nalhati	27·25	3,17,963	11,668	3,46,951
Tirhoot	226·00	1,39,49,096	61,721	1,44,47,916
Northern Bengal	249·25	2,08,30,461	83,572	2,17,53,435
Kaunia-Dhaulla	37·03	8,06,409	21,777	9,61,539
Dacca	85·62	53,94,324	63,003	56,54,231
Cawnpore-Achnera	253·23	1,09,14,403	43,100	1,12,39,987
Amritsar-Pathankot	64·79	55,17,863	85,165	55,83,672
Nagpur-Chhattisgarh	149·00	1,05,04,385	70,499	1,07,69,020
Burma	327·00	2,65,32,092	81,137	2,72,85,343
Jorhat	30·00	5,09,608	16,987	5,12,389
Total State Provincial ...	1,554·37	10,14,02,166	65,237	10,47,15,710
GUARANTEED COMPANIES.				
Madras	860·86	11,22,08,759	1,30,345	11,50,46,840
South Indian	654·00	4,40,22,688	67,313	4,66,98,660
Great Indian Peninsula	1,288·25	25,93,23,757	2,01,299	26,85,97,962
Bombay, Baroda and Central India ...	438·50	8,91,21,000	1,93,321	9,23,68,410
Oudh and Rohilkhand	608·01	5,94,22,090	97,732	6,43,62,476
Sind, Punjab and Delhi	692·98	11,51,01,933	1,66,097	12,32,54,032
Total Guaranteed Companies ...	4,542·60	67,92,00,227	1,49,518	71,03,28,380
ASSISTED COMPANIES.				
Bengal Central	125·75	85,58,421	68,059	89,17,480
Deoghur	4·00	2,75,000	68,750	2,75,000
Bengal and North Western ...	303·00	1,82,43,089	60,208	2,00,82,992
Tarakessur	22·23	16,88,995	75,979	16,88,995
Rohilkhand-Kumaun	55·00	20,66,024	37,564	21,71,124
Assam	78·00	49,31,084	63,219	49,46,729
Total Assisted Companies ...	587·98	3,57,62,613	60,823	3,80,82,320
NATIVE STATES.				
Khamgaon	8·00	4,82,570	60,321	4,90,739
Amraoti	6·00	4,34,666	72,444	4,44,730
Bhopal-Itarsi	57·25	58,56,372	1,02,295	60,21,375
His Highness the Nizam's ...	117·10	2,05,60,998	1,75,585	2,15,19,700
His Highness the Gaekwar's ...	58·80	12,92,217	21,976	13,03,706
Bhavnagar-Gondal	193·21	93,80,443	48,551	96,25,031
Mysore	139·75	62,50,904	44,729	64,89,346
Jodhpore	64·00	10,84,324	16,943	10,84,324
Rajpura-Patiala	15·11	12,34,777	81,719	12,34,842
Total Native States ...	659·22	4,65,77,271	70,655	4,82,13,793
TOTAL OF ALL RAILWAYS ...	12,207·71	1,56,17,76,876	1,27,934	1,61,91,78,405

Note.—The Returns for the Darjeeling-Himalayan and Thaton-Duyinzaik Railways have not been received.

Statement showing the net earnings and their percentage on the Capital expenditure finally charged off (excluding Suspense Accounts) for the principal Railways during the last five years—1881 to 1885.

Railway.	1885.		1884.		1883.		1882.		1881.	
	Net earnings.	Percentage of net earnings per annum on Capital expenditure.	Net earnings.	Percentage of net earnings per annum on Capital expenditure.	Net earnings.	Percentage of net earnings per annum on Capital expenditure.	Net earnings.	Percentage of net earnings per annum on Capital expenditure.	Net earnings.	Percentage of net earnings per annum on Capital expenditure.
5′ 6″ GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.	
STATE IMPERIAL—										
EAST INDIAN, *including Branches*...	3,08,19,333	8·95	2,79,64,136	7·87	3,17,29,543	8·99	2,97,12,511	8·80	3,09,48,310	9·80
EASTERN BENGAL	18,93,231	4·01	26,21,568	5·71	26,84,611	7·72	36,38,438	10·52	33,69,281	9·72
PUNJAB NORTHERN	14,28,634	1·96	8,96,293	1·23	5,93,018	0·83	5,09,018	0·83	3,59,598	0·58
INDUS VALLEY	64,24,734	7·55	37,01,664	4·42	32,18,635	3·97	15,76,113	2·01	11,77,288	1·58
STATE PROVINCIAL—										
PATNA-GYA	...	Worked by the East Indian Railway Company.			...		2,15,705	5·68	1,79,145	5·11
GUARANTEED COMPANIES—										
MADRAS	32,79,168	2·92	29,35,687	2·62	25,26,519	2·26	25,70,841	2·30	20,75,856	1·87
GREAT INDIAN PENINSULA	(*a*)1,80,47,220	6·96	(*a*) 1,60,52,310	6·26	1,76,59,653	(*b*) 6·96	1,83,89,856	(*c*) 7·29	1,62,19,488	6·46
BOMBAY, BARODA AND CENTRAL INDIA	75,25,716	(*d*)8·44	69,57,133	(*d*) 7·95	67,83,906	7·82	50,10,872	5·91	57,45,702	6·86
OUDH AND ROHILKHAND	19,05,361	3·21	23,26,146	3·68	24,80,362	4·21	18,01,371	3·07	19,75,698	3·28
SIND, PUNJAB AND DELHI	61,35,060	5·17	41,95,362	3·55	49,07,593	4·18	34,10,880	2·94	30,76,660	2·65
NATIVE STATES—										
HIS HIGHNESS THE NIZAM'S	4,87,023	2·37	3,59,774	2·94	2,37,932	1·95	3,75,099	3·08	2,92,775	2·40
METRE GAUGE.										
STATE IMPERIAL—										
RAJPUTANA-MALWA; *including Rewari-Ferozepore.* RAJPUTANA	77,33,000	7·26	59,27,333	5·74	61,31,742	6·49	51,29,252	6·87	28,67,041	5·51
HOLKAR AND SINDIA-NEEMUCH ...									6,02,299	1·90
STATE PROVINCIAL—										
TIRHOOT	3,59,269	2·49	2,66,581	1·88	2,59,705	2·22	2,54,047	3·94	2,36,200	3·70
NORTHERN BENGAL	6,44,264	3·03	6,51,514	3·15	11,65,371	5·52	10,93,553	5·33	8,59,316	4·41
CAWNPORE-ACHNERA	1,10,855	1·02	2,65,343	2·66	2,07,466	3·88	1,17,110	3·74	84,238	2·70
NAGPUR-CHHATTISGARH	4,93,574	4·70	5,58,020	5·63	6,83,860	7·33	1,89,171	2·15	66,056	0·95
BURMA	4,73,123	1·78	8,21,935	4·19	5,52,366	4·19	6,30,431	4·97	6,45,077	5·16
GUARANTEED COMPANIES—										
SOUTH INDIAN	15,95,357	3·62	15,05,187	3·47	13,22,333	3·05	14,02,329	3·26	12,37,726	2·89
NATIVE STATES...										
BHÁVNAGAR-GONDAL	3,91,247	4·17	4,97,471	5·51	3,26,613	3·72	3,54,647	4·24	2,05,254	3·05

(*a*) Net earnings of the Great Indian Peninsula Railway only.
(*b*) 6·84 deducting amount paid to Government as rent of leased lines.
(*c*) 7·20 deducting amount paid to Government as rent of leased lines.
(*d*) Calculated on the Capital outlay on the Bombay, Baroda and Central India Railway, exclusive of the Patri Branch.

GUARANTEED INTEREST—INDIAN RAILWAYS.

Statement of the total amount of Interest advanced to each of the undermentioned Railway Companies to 31st December 1885.

Railway Company.	Interest advanced to 31st December 1884.	Interest advanced during 1885.				Total.
		England.	India.	Interest charged on overdrawn Capital. (a)	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Madras	11,550,648 6 0	522,392 12 0	...	...	522,392 12 0	12,073,040 18 0
South Indian ...	3,130,636 13 1	201,969 11 2	...	842 13 5	202,812 4 7	3,333,448 17 8
Great Indian Peninsula	23,839,164 16 9	1,159,657 18 1	2,941 15 0	225 3 4	1,162,824 16 5	25,001,989 13 2
Bombay, Baroda and Central India ...	8,272,725 13 1	389,755 4 11	306 7 9	25,919 8 6	415,981 1 2	8,688,706 14 3
Oudh and Rohilkhand ...	3,833,091 2 7	339,609 1 10	628 10 0	9,151 19 6	349,389 11 4	4,182,480 13 11
Sind, Punjab and Delhi	10,811,298 8 6	553,313 0 0	452 13 11	6,190 5 0	559,955 18 11	11,371,254 7 5
Total ...	61,437,565 0 0	3,166,697 8 0	4,329 6 8	42,329 9 9	3,213,356 4 5	64,650,921 4 5

(a) Interest on overdrawn Capital is for the year 1885, being charged in that year by transfer entry.

Statement showing approximately the amounts advanced on account of guaranteed interest to the undermentioned Railway Companies to 30th June 1885.

Railway Company.	Total amount advanced to 31st December 1885. (b)	Aggregate of Net Revenue balances for the several half-years to 30th June 1885.	Net amount advanced.
	£	£	£
Madras	12,073,041	5,313,085	6,759,956
South Indian	3,333,449	1,573,186	1,760,263
Great Indian Peninsula	25,001,989	19,122,845	5,879,144
Bombay, Baroda and Central India ...	8,688,707	5,779,627	2,909,080
Oudh and Rohilkhand	4,182,481	2,091,585	2,090,896
Sind, Punjab and Delhi	11,371,254	4,625,964	6,745,290
Total ...	64,650,921	38,506,292	26,144,629

(b) The interest for the half-year ended 30th June 1885 not being paid until the succeeding half-year.

Statement showing the amount of Surplus Profits earned by Guaranteed Railways to 31st December 1885 inclusive.

Railway Company.	To end of 1877.	Half-year ending June 1878.	December 1878.	June 1879.	December 1879.	June 1880.	December 1880.	June 1881.	December 1881.	June 1882.	December 1882.	June 1883.	December 1883.	June 1884.	December 1884.	June 1885.	December 1885.	Total.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
East Indian	3,861,756	539,047	305,834	679,823	468,967	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	5,855,427
Eastern Bengal	174,229	26,158	64,981	317	63,257	...	99,197	4,414	149,764	15,304	164,054	45,426	46,276	...	†	...	...	853,377
Great Indian Peninsula ...	775,785	364,944	...	112,569	...	101,576	...	338,319	1,248	530,124	...	609,803	...	453,873	...	495,438	...	3,843,679
Bombay, Baroda and Central India.	36,929	*	...	*	...	*	...	158,450	...	147,830	...	201,974	7,903	247,976	...	205,950	61,141	1,068,153
Sind, Punjab and Delhi ...	...	...	...	...	...	3,872	...	...	...	...	...	...	...	...	...	23,337	...	27,209
Total ...	4,848,699	930,149	370,815	792,709	532,224	105,448	99,197	501,183	151,012	753,258	164,054	857,203	54,179	701,849	...	724,725	61,141	11,647,845

* Surplus profits were earned by the Bombay, Baroda and Central India Railway Company during these half-years, but no division took place owing to the special agreement that all surplus profits should be applied to the reconstruction of the Nerbudda bridge.

† The Eastern Bengal Railway was taken over by the State from 1st July 1884, and is now worked under State management.

‡ Surplus Profits of the East Indian Railway, after it had been acquired by the State, are omitted from this statement.

GUARANTEED RAILWAYS.

Year.	Capital expended to 31st March.	Net Revenue for year to 31st December.	Guaranteed Interest for year to 31st December.	Interest in excess of Revenue.	Revenue in excess of Interest.
	£	£	£	£	£
1870 ...	83,910,587	2,846,600	4,344,113	1,497,513	...
1871 ...	87,686,857	2,686,260	4,544,764	1,858,504	...
1872 ...	90,183,585	2,869,223	4,603,853	1,734,630	...
1873 ...	90,660,830	3,185,069	4,613,573	1,428,504	...
1874 ...	91,353,883	3,956,071	4,651,088	695,017	...
1875 ...	92,441,794	3,576,514	4,641,979	1,065,465	...
1876 ...	93,392,600	4,442,430	4,658,947	216,517	...
1877 ...	94,108,059	6,117,226	4,662,635	...	1,454,591
1878 ...	95,430,863	5,002,928	4,708,134	...	293,894
1879 ...	96,444,666	5,062,188	4,748,233	...	313,955
1880* ...	65,907,288	2,662,213	3,263,179	600,966	...
1881 ...	66,349,320	3,110,824	3,272,651	161,827	...
1882 ...	67,021,755	3,319,439	3,279,407	...	40,032
1883 ...	67,431,448	3,542,973	3,289,439	...	253,534
1884 ...	68,769,369	3,207,313	3,243,015	35,702	...
1885† ...	66,658,570	3,505,142	3,191,169	...	313,973

* East Indian Railway excluded from this and subsequent years.
† Eastern Bengal Railway excluded from this.

Results of working the Guaranteed Railways for the year ending 31st December 1885.

Railway Company.	Net Revenue.	Guaranteed Interest.	Revenue in excess of Interest.	Interest in excess of Revenue.	Extra dividend in excess of Guaranteed Interest received by the Companies as Surplus Profits. Rate per cent. for half-year ending 30th June 1885.	Rate per cent. for half-year ending 31st December 1885.
GUARANTEED.	£	£	£	£	£ s. d.	£ s. d.
Madras	300,590	522,393	...	221,803	...	...
South Indian ...	151,581	204,395	...	52,814	...	...
Great Indian Peninsula ...	1,654,328	1,172,600	481,728	...	1 0 4	...
Bombay, Baroda and Central India ...	685,369	384,108	301,261	...	1 7 6	0 6 6*
Oudh and Rohilkhand ...	179,536	353,907	...	174,371	...	...
Sind, Punjab and Delhi ...	533,738	553,766	...	20,028	...	...
Total ...	3,505,142	3,191,169	782,989	469,016	...	...

* Estimated.

TRAFFIC RESULTS.

11. The tables on pages 92 and 93 of this Report contain detailed information of receipts and expenditure connected with the passenger and goods traffic on the principal lines for the year 1885, and on pages 90 and 91 will be found a summary giving the general results of working the same. The main results excluding the steam boat services are summarised below for these railways, and compared with similar figures for 1884 and 1883:

		1883.	1884.	1885.†
Mean mileage open for traffic ...		10,408·90	11,114·37	12,091·27
Number of passengers carried ...		65,098,953	73,815,119	80,864,779
Number of tons of goods moved ...		16,999,264	16,663,007	18,925,385
Passenger unit miles ...	...	3,018,897,913	3,355,746,823	3,640,337,596
Ton mileage of goods ...	...	2,970,703,599	2,761,518,023	3,319,574,447
Train-miles ...	...	40,182,527	39,606,785	45,222,502
Gross receipts ...	Rs.	16,27,97,525	15,97,63,256	17,88,05,185
Working expenses ...	„	7,87,81,945	8,06,26,463	8,77,01,962
Net receipts ...	„	8,40,15,580	7,91,36,793	9,11,03,223

In round numbers, the average length open during the year 1885 was 12,092 miles, upon which the traffic work performed was equivalent to 3,640 millions of passengers and 3,320 millions of tons of goods carried one mile.

Passenger traffic.

12. The total number of passengers carried shows an increase of 9·55 per cent. over the number carried in 1884. The passenger mileage has increased 8·48 per cent., and the receipts from passenger traffic 7·00 per cent. The number of passengers per open mile was 6,687 in 1885, as compared with 6,641 in 1884, and 6,254 in 1883. Of the total number carried in 1885, the lower class passengers constituted 97·27 per cent., the second class 2·28, and the first class only 0·45 per cent.

† The Darjeeling-Himalayan and Thatôn-Duyinzaik Railways are not included, information not being available.

The distances travelled by each class of passengers were on an average first class 80 miles, second class 67 miles, and lower classes 44 miles; and for these journeys the first class passenger paid Rs. 5-2-3, the second class passenger Rs. 1-8-6, and the lower class passenger Rs. 0-8-9; or 12·3, 4·4 and 2·4 pies per mile respectively.

The average receipts per coaching train-mile were Rs. 3·25, the highest being Rs. 5·08 on the Indus Valley State Railway, the lowest Rs. 1·43 on the Wardha Coal Railway.

The largest average number of passengers carried in a passenger train was 331·45 on the Indus Valley State Railway, the smallest 122·00 on the Wardha Coal Railway, and 129·95 on the Bengal Central Railway.

The lowest average cost of hauling one passenger unit one mile was on the broad gauge 0·80 pies on the Indus Valley, on which line the average sum received for this work was 2·34 pies, and on the narrow gauge 0·94 pies on the Rajputana-Malwa Railway, the average receipts being 2·16 pies.

Goods traffic.

13. The total tonnage of goods lifted during the year shows an increase of 13·58 per cent., and the total ton mileage an increase of 20·21 per cent. as compared with 1884. The receipts from goods traffic show an increase of 12·76 per cent. in 1885 over 1884. The number of tons of goods carried per mile open was 1,565 in 1885, as compared with 1,499 in 1884 and 1,633 in 1883.

The average receipts per goods train-mile were Rs. 4·23, the highest being Rs. 7·17 on the Bombay, Baroda and Central India Railway, broad gauge, and Rs. 3·89 on the Nagpur-Chhattisgarh Railway, narrow gauge, and the lowest Rs. 1·20 on the Bengal Central Railway.

The lowest average cost of hauling one ton of goods one mile was 2·15 pies on the East Indian Railway, broad gauge, and 2·59 pies on the Cawnpore-Achnera, narrow gauge, the average sums received on these lines for doing this work being 5·98 pies and 6·96 pies respectively.

Gross receipts.

14. Including the steam boat service, the gross receipts during the year amounted to Rs. 17,98,96,248 of which Rs. 4,76,07,285 were obtained on the East Indian Railway (including the branches worked by it), Rs. 8,10,55,291 on the Guaranteed lines, Rs. 4,59,55,927 on State Railways, excluding East Indian and branches, Rs. 30,17,178 on lines in Native States, and Rs. 22,60,567 on the Assisted Companies' lines.

Of the total earnings Rs. 5,53,81,264 were due to coaching, Rs. 11,91,53,747 to goods, and Rs. 53,61,237 to steam boat service and miscellaneous sources.

Compared with the previous year's returns, the traffic receipts (coaching and goods) show an increase of 11·62 per cent. The total receipts per mile open were Rs. 14,787 in 1885, Rs. 14,374 in 1884, and Rs. 15,640 in 1883.

The receipts per train-mile in 1885 were Rs. 3·98 as compared with Rs. 4·03 in 1884 and Rs. 4·05 in 1883.

Working expenses.

15. Excluding steam boat expenditure, the total working expenses during 1885 amounted to Rs. 8,77,01,962, the percentage on gross receipts being 49·27 as compared with a similar percentage of 50·47 in 1884, and of 48·39 in 1883.

The lowest percentages in 1885 were 34·30 on the Jodhpore Railway, 35·26 on the East Indian Railway, and 40·87 on the Indus Valley Railway.

The expenses per train-mile for all lines average Re. 1·96 and were lowest on the Bengal and North-Western Railway, Re. 1·04. On the East Indian the expenses per train-mile were Re. 1·75.

Summary of Commodities carried.

16. The table on page 96 gives a Summary of the principal articles of Merchandise, &c., carried on the several Railways in 1885 as compared with 1884. The information regarding receipts is incomplete, the Bombay, Baroda and Central India Railway Company having failed to furnish the information for that Railway or for the Rajputana-Malwa worked by it.

General Results of Working of the principal Indian Railways during the year ending 31st December 1885.

General Results of Working of the principal Indian

Progressive Number.	Headings.	5-feet 6-inch Gauge. East Indian.	Bengal Central.	Eastern Bengal.	Wardha Coal.	Punjab Northern.	Indus Valley.	Madras.	Great Indian Peninsula. (c)	Bombay, Baroda and Central India.	Oudh and Rohilkund.
1	Miles open on 31st December 1885 Miles.	1,681·31	125·75	234·00	45·00	446·75	652·48	860·86	1,505·25	461·00	608·01
1a	Mean mileage worked during the year ,,	1,681·31	125·75	233·00	45·00	446·75	(b) 659·56	860·86	1,505·25	461·00 (d)	604·50
2	Total Capital outlay ... ... Rs.	36,70,50,045	89,17,180	4,80,31,432	56,58,515	7,40,83,595	8,77,92,761	11,60,46,840	26,85,97,902	9,31,76,815	6,43,62,476
3	,, per mile open (a) ,,	2,13,774	68,959	1,99,557	1,22,698	1,63,517	1,29,689	1,30,345	2,01,299	1,95,075	97,732
4	Coaching receipts ... ... ,,	1,40,47,499	4,20,747	19,93,000	36,074	19,34,099	20,78,305	32,19,677	78,74,635	38,01,831	21,38,925
5	Goods receipts ... ... ,,	3,26,67,020	69,803	22,24,760	1,44,296	10,66,704	83,90,939	42,72,976	2,82,04,308	91,56,957	29,35,661
6	Gross earnings ... ... ,,	4,76,07,285	5,35,353	48,85,764	2,53,340	38,29,299	1,08,66,134	76,57,993	3,64,32,047	1,31,73,519	55,37,369
7	Working expenses ... ... ,,	1,67,87,952	5,27,119	29,92,533	2,04,361	24,00,665	44,41,400	43,78,825	1,83,84,827	56,47,803	36,32,008
8	Ditto per cent. of gross receipts	35·26	98·46	61·25	80·66	62·69	40·87	57·18	50·46	42·98	65·59
9	Net earnings ... ... Rs.	3,08,19,333	8,234	18,93,231	48,979	14,28,634	64,24,734	32,79,168	1,80,47,220	75,25,716	19,05,361
10	Ditto per cent. on Capital outlay ...	8·40	0·09	3·94	0·87	1·93	7·32	2·85	6·72	8·07	2·96
11	Ditto ditto on paid-up capital ...	...	0·09	...	...	...	...	2·82	6·72	8·91	2·17
12	Passenger train-miles ... ... No.	3,676,163	208,651	585,779	25,173	581,122	409,425	927,919	2,841,839	928,626	584,449
13	Goods train-miles ... ... ,,	5,902,132	58,238	461,464	52,953	533,081	1,941,135	1,301,341	5,906,804	1,276,330	911,538
14	Total train-miles ... ... ,,	9,578,295	261,889	1,067,243	78,126	1,114,203	2,350,560	2,229,260	8,838,643	2,204,956	1,495,987
15	Coaching receipts per passenger train-mile ... ... Rs.	3·22	2·07	3·40	1·43	3·33	5·08	3·47	2·77	4·09	3·66
16	Goods receipts per goods train-mile ,,	5·53	1·20	4·62	2·72	3·13	4·32	3·28	4·70	7·17	3·22
17	Gross earnings per train-mile ... ,,	4·97	2·04	4·58	3·24	3·44	4·62	3·44	4·12	5·97	3·70
18	Working expenses per train-mile ... ,,	1·75	2·01	2·81	2·62	2·15	1·89	1·96	2·08	2·56	2·43
19	Net earnings per train-mile ... ,,	3·22	0·03	1·77	0·62	1·29	2·73	1·48	2·04	3·41	1·27
20	Average number of passengers in a passenger train	235·50	129·95	218·09	122·00	199·28	331·45	269·58	157·79	260·00	250·93
21	Average number of tons in a goods train	177·66	38·76	111·36	90·00	72·87	150·96	80·94	109·75	135·00	119·60
	Average number of vehicles (excluding brake vans)—										
22	In each passenger train	15·97	Included with the Eastern Bengal State Railway.	13·09	...	...	19·73	14·75	13·00	14·61	21·25
23	In each goods train	31·27		32·07	4·50	18·09	33·69	20·56	25·00	42·99	29·84
24	In each mixed train. { Passenger carriages ...	15·84		9·66	11·06	11·08	9·10	6·49	8·00	10·86	22·05
	In each mixed train. { Goods vehicles ...	3·47		6·85	14·60	5·91	13·77	12·75	8·00	16·36	
25	Number of passengers carried one mile	865,745,800	26,964,899	127,744,282	3,066,558	115,864,132	135,703,377	250,153,870	448,419,661	241,824,328	146,053,125
26	Number of tons of goods carried one mile	1,048,601,480	7,257,415	53,607,342	4,743,597	39,845,454	293,033,941	105,330,519	653,165,314	235,491,117	109,020,716
	Average cost of hauling for one mile—										
27	One passenger unit ... ... Pies.	9·86	2·82	1·36	3·05	1·88	0·80	0·99	1·40	0·96	1·41
28	One ton of goods ... ... ,,	2·15	9·61	5·82	6·23	5·11	2·22	5·24	4·09	3·35	3·99
	Average sum received for carrying for one mile—										
29	One passenger unit ... Pies.	2·71	3·05	2·68	2·09	2·52	2·84	2·08	2·71	2·68	2·60
30	One ton of goods ... ... ,,	5·98	5·94	7·07	5·84	8·24	5·50	7·79	8·23	7·47	5·17

(a) Excluding Steamer service and suspense accounts.
(b) Includes 7·07 miles of Foreign (Sind, Punjab and Delhi Railways) line worked over by the State.
(c) Includes the Bhopal, Dhond-Manmad and Berar State Railways, except in Nos. 2, 3, 10 and 11.
(d) Includes the Capital outlay on the Patri Branch (Rs. 8,08,405).
(e) South Indian Railway only.

Railways during the year ending 31st December 1885.

		Metre Gauge.										
Sind, Punjab and Delhi.	His Highness the Nizam's.	Rajputana-Malwa.	Tirhoot.	Northern Bengal.	Cawnpore-Achnera.	Nágpur-Chhattisgarh.	Burma.	South Indian.	His Highness (the Gaekwar's (2'-6" gauge).	Bhávnagar-Gondal.	Mysore.	Progressive Number.
692·98	117·10	1,411·18	226·00	249·25	253·23	149·00	327·00	663·00	58·80	193·21	139·75	1
703·66	120·44	1,411·18	226·00	249·25	249·14	149·00	290·80	662·00	58·80	193·21	139·75	1a
12,32,54,032	2,15,19,700	11,09,73,568	1,44,47,916	2,17,53,435	1,12,39,987	1,07,69,029	2,72,85,343	4,66,98,600 (c)	13,03,706	96,25,031	64,89,346	2
1,66,037	1,75,585	75,517	61,721	83,572	43,100	70,499	81,137	(c) 67,313	21,976	48,551	44,729	3
46,99,210	4,22,618	45,80,000	5,45,505	6,82,143	5,19,310	2,27,597	12,71,726	25,48,916	93,195	4,63,386	2,64,484	4
86,08,344	6,75,706	1,15,87,000	5,80,271	12,52,017	3,39,533	11,77,488	3,35,932	19,85,700	58,406	4,66,375	1,59,765	5
1,36,80,594	11,13,940	1,63,87,000	12,78,634	21,58,974	9,13,501	14,14,389	21,63,656	45,73,472	1,52,279	10,04,600	4,33,954	6
75,45,534	6,26,026	86,54,000	9,19,365	15,14,710	8,02,646	9,21,315	16,90,533	29,78,112	96,660	6,13,413	2,36,170	7
55·16	56·26	52·81	71·99	70·16	87·87	65·12	78·13	65·12	63·47	61·06	53·12	8
61,35,060	4,87,023	77,33,000	3,59,269	6,44,264	1,10,855	4,93,574	4,73,123	15,95,357	55,619	3,91,247	2,07,784	9
4·98	2·26	6·97	2·49	2·92	0·99	4·53	1·73	(c) 3·42	4·27	4·06	3·20	10
4·89	1·89	...	...	...	...	...	...	(c) 3·20	4·09	...	...	11
1,242,808	173,203	1,892,910	244,123	266,674	247,710	94,895	439,232	766,245	34,626	178,613	73,641	12
2,108,995	176,403	3,784,949	225,262	450,338	239,849	302,367	275,771	1,030,616	27,879	143,269	70,985	13
3,351,803	3,49,626	5,677,859	469,385	717,012	487,559	397,262	715,903	1,796,861	62,505	321,882	144,626	14
3·78	2·44	2·42	2·43	2·56	2·10	2·40	2·90	3·33	2·69	2·76	3·59	15
4·08	3·83	3·06	2·58	2·78	1·41	3·89	3·03	1·93	2·09	3·26	2·25	16
4·08	3·18	2·88	2·72	3·01	1·87	3·56	3·03	2·55	2·44	3·12	3·00	17
2·25	1·79	1·52	1·96	2·11	1·64	2·32	2·37	1·66	1·55	1·91	1·56	18
1·63	1·39	1·86	0·76	0·90	0·23	1·24	0·66	0·80	0·89	1·21	1·44	19
229·17	166·05	189·00	212·00	157·22	156·46	200·00	172·22	297·47	166·00	178·48	207·00	20
116·73	67·09	86·00	58·51	54·14	39·05	73·00	74·37	47·17	28·00	50·61	47·94	21
15·75	13·18	12·73	17·27	19·59	18·00	...	16·07	16·97	15·27	14·80	13·61	
25·03	12·96	26·12	27·63	29·24	14·00	...	30·72	12·83	17·43	28·22	11·00	23
10·88	7·57	11·87	12·79	8·67	11·00	...	16·14	10·26	12·37	12·47	10·19	24
8·54	9·42	8·69	8·11	11·85	8·00	...	15·67	10·41	4·61	5·78	8·25	
284,820,189	28,602,128	357,701,721	47,722,460	41,926,064	46,188,858	18,984,142	75,643,145	227,935,767	5,752,137	31,378,243	15,270,121	25
246,185,533	11,834,939	326,655,590	13,180,262	24,379,734	9,366,295	22,112,153	20,508,344	46,616,368	793,667	7,250,226	3,403,001	26
1·45	1·63	0·94	1·38	1·70	2·59	1·99	2·21	0·96	1·48	1·70	1·25	27
3·48	5·41	3·84	5·75	7·10	2·59	5·53	9·14	6·27	11·44	7·49	4·75	28
2·58	2·40	2·16	1·69	2·73	2·05	2·11	3·09	2·06	3·02	2·76	3·09	29
6·71	10·96	6·81	8·45	9·86	6·96	10·22	7·93	7·84	14·13	12·35	9·01	30

Statement showing the total receipts and expenses and the net receipts per train

Railways.	Coaching Receipts.		Goods Receipts.		Total Traffic Receipts.		Miscellaneous Steam Receipts).
	Rs.	Per passenger train-mile.	Rs.	Per goods train-mile.	Rs.	Per train-mile.	Rs.
STATE IMPERIAL.							
East Indian	1,40,47,459	3·82	3,26,67,020	5·53	4,67,14,479	4·88	8,92,806
Rajputana-Malwa	45,80,000	2·42	1,15,87,000	3·06	1,61,67,000	2·85	2,20,000
Dhond-Manmád	...	...	...	...	...	...	(*a*) 2,26,855
Southern Mahratta	3,38,666	2·49	5,12,786	2·05	8,51,452	2·20	14,774
Eastern Bengal ...	19,93,000	3·40	22,24,760	4·62	42,17,760	3·95	6,68,004
Wardha Coal	36,074	1·43	1,44,296	2·72	1,80,370	2·31	72,970
Punjab Northern	19,34,099	3·33	16,66,704	3·13	36,00,803	3·23	2,28,496
Indus Valley	20,78,305	5·08	83,90,939	4·32	1,04,69,244	4·45	3,96,890
Total State Imperial ...	2,50,07,603	3·42	5,71,93,505	4·26	8,22,01,108	4·06	27,20,795
STATE PROVINCIAL.							
Bareilly-Pilibheet	29,955	2·40	45,549	2·69	75,504	2·57	2,767
Nalhátí	49,530	1·87	25,681	1·70	75,211	1·80	1,572
Tirhoot	5,45,505	2·43	5,80,271	2·58	11,25,776	2·51	1,52,858
Northern Bengal	6,82,143	2·56	12,52,017	2·78	19,34,160	2·70	2,24,814
Kaunia-Dhabla	47,777	3·33	12,209	0·98	59,986	2·23	79,473
Dacca	41,060	2·09	45,956	0·86	87,016	1·19	14,748
Cawnpore-Achnera	5,19,810	2·10	3,39,533	1·41	8,59,343	1·76	54,158
Amritsar-Pathánkot	1,77,409	2·25	88,159	3·68	2,65,568	2·58	17,982
Nágpur-Chhattísgarh... ...	2,27,597	2·40	11,77,488	3·89	14,05,085	3·54	9,804
Burma	12,71,726	2·90	8,35,932	3·03	21,07,658	2·95	55,998
Jorhát	705	0·15	30,903	1·24	31,608	1·08	220
Total State Provincial ...	35,93,217	2·48	44,33,698	2·70	80,26,915	0·40	6,14,394
GUARANTEED COMPANIES.							
Madras	32,19,677	3·47	42,72,976	3·28	74,92,653	3·36	1,65,340
South Indian	25,48,916	3·33	12,85,700	1·93	45,34,616	2·53	39,153
Great Indian Peninsula ...	78,74,635	2·77	2,82,04,308	4·70	3,60,78,943	4·08	3,53,104
Bombay, Baroda and Central India	38,01,831	4·09	91,56,057	7·17	1,29,57,888	5·88	2,15,681
Oudh and Rohilkhand... ...	21,38,925	3·66	29,35,661	3·22	50,74,586	3·39	4,62,783
Sind, Punjab and Delhi ...	46,99,210	3·78	86,08,344	4·08	1,33,07,554	3·97	3,73,040
Total Guaranteed Companies ...	2,42,83,194	3·33	5,51,63,046	4·37	7,94,46,240	3·93	16,09,051
ASSSITED COMPANIES.							
Bengal Central	4,20,747	2·07	69,802	1·20	4,90,549	1·87	44,804
Deoghur	23,047	...	617	...	23,664	...	323
Bengal and North Western ...	4,33,345	2·39	5,78,156	1·59	10,71,501	1·88	1,33,819
Rohilkhand-Kumaun ...	1,07,024	3·03	74,726	2·05	1,81,750	2·53	56,822
Assam	48,137	1·28	1,93,059	3·81	2,41,196	2·73	16,139
Total Assisted Companies ...	10,92,300	2·26	9,16,360	1·80	20,08,660	2·00	2,51,907
NATIVE STATES.							
Khámgaon	...	...	...	...	...	...	(*a*) 12,504
Amrágti	...	...	...	...	...	...	(*a*) 37,295
Bhopal-Itársi	...	...	...	...	...	...	(*a*) 42,698
His Highness the Nizam's ...	4,22,618	2·44	6,75,706	3·83	10,98,324	3·14	15,625
His Highness the Gaekwar's ...	93,195	2·69	58,406	2·09	1,51,601	2·43	678
Bhávnagar-Gondal	4,93,386	2·76	4,66,375	3·26	9,59,761	2·98	44,899
Mysore	2,64,484	3·59	1,59,765	2·25	4,24,249	2·93	9,705
Jodhpore	1,00,251	3·27	69,384	3·18	1,69,635	3·23	1,417
Rajpura-Patiála	31,016	1·60	17,502	3·45	48,518	1·98	269
Total Native States ...	14,04,950	2·75	14,47,138	3·25	28,53,088	2·98	1,65,090
TOTAL OF ALL RAILWAYS ...	5,53,81,264	3·25	11,91,53,747	4·23	17,45,35,011	3·86	53,61,237

Note.—Information not received for the Darjeeling-

(*a*) Government share of receipts due to working by the Great Indian Peninsula Railway Company.
(*b*) Expenditure incurred direct by the State.

mile on the several Railways during the year ending 31st December 1885.

ous (includ-boat Re-	Gross receipts.		Working Expenses.		Net Receipts.		Railways.
Per train-mile.	Rs.	Per train-mile.	Rs.	Per train-mile.	Rs.	Per train-mile.	
							STATE IMPERIAL.
0·09	4,76,07,285	4·97	1,67,87,952	1·75	3,08,19,333	3·22	East Indian.
0·03	1,63,87,000	2·88	86,54,000	1·52	77,33 000	1·36	Rajputana-Malwa.
...	(*a*) 2,26,855	...	(*b*) 6,232	...	2,20,623	...	Dhond-Manmád.
0·03	8,66,226	2·21	7,25,883	1·88	1,40,337	0·36	Southern Mahratta.
0·62	48,85,764	4·58	29,92,533	2·81	18,93,231	1·77	Eastern Bengal.
0·03	2,53,340	3·24	2,04,361	2·62	48,979	0·62	Wardha Coal.
0·21	38,29,209	3·41	24,00,665	2·15	14,28,634	1·28	Punjab Northern.
0·17	1,08,65,134	4·62	44,41,100	1·88	64,24,734	2·73	Indus Valley.
0·13	8,19,21,903	4·19	3,62,12,032	1·79	4,87,08,871	2·40	Total State Imperial.
							STATE PROVINCIAL.
0·08	78,271	2·67	65,584	2·24	12,687	0·43	Bareilly-Pilibheet.
0·03	75,783	1·84	63,020	1·51	13,763	0·33	Nalhátí.
0·32	12,78,634	2·72	9,19,365	1·96	3,59,269	0·76	Tirhoot.
0·31	21,58,974	3·01	15,14,710	2·11	6,44,264	0·90	Northern Bengal.
2·95	1,39,459	5·19	1,09,773	4·09	29,686	1·10	Kaunia-Dharlla.
0·20	1,01,764	1·38	1,43,609	1·96	—41,845	—0·57	Dacca.
0·09	9,13,501	1·87	8,02,616	1·64	1,10,855	0·23	Cawnpore-Achnera.
0·17	2,83,550	2·76	2,27,639	2·21	55,911	0·54	Amritsar-Pathánkot.
0·02	14,14,889	3·56	9,21,315	2·32	4,93,574	1·24	Nágpur-Chhattísgarh.
0·07	21,63,656	3·03	16,90,533	2·37	4,73,123	0·66	Burma.
1·05	31,828	1·07	39,673	1·33	— 7,845	— 0·26	Johhát.
0·03	86,41,309	2·80	64,07,867	2·10	21,43,412	0·70	Total State Provincial.
							GUARANTEED COMPANIES.
0·07	76,57,993	3·44	43,78,825	1·96	32,79,168	1·48	Madras.
0·02	45,73,769	2·55	29,78,412	1·66	15,95,357	0·81	South Indian.
0·04	3,64,32,047	4·12	1,83,84,827	2·08	1,80,47,220	2·04	Great Indian Peninsula.
0·09	1,31,73,519	5·97	56,47,803	2·56	75,25,716	3·49	Bombay, Baroda and Central India.
0·31	55,37,369	3·70	36,32,008	2·43	19,05,361	1·27	Oudh and Rohilkhand.
0·11	1,36,80,594	4·08	75,45,534	2·25	61,35,060	1·83	Sind, Punjab and Delhi.
0·08	8,10,55,291	4·06	4,25,67,409	2·14	3,84,87,882	1·93	Total Guaranteed Companies.
							ASSISTED COMPANIES.
0·17	5,31,353	2·04	5,27,119	2·01	8,231	0·03	Bengal Central.
...	23,087	...	14,079	...	9,008	...	Deoghur.
0·23	12,05,320	2·11	5,94,521	1·04	6,10,799	1·07	Bengal and North Western.
0·79	2,58,572	3·32	1,58,419	2·21	80,153	1·11	Rohilkhand-Kumaun.
0·18	2,57,335	2·92	3,21,199	3·64	—63,864	—0·72	Assam.
0·25	22,60,567	2·25	16,15,337	1·61	6,45,230	0·64	Total Assisted Companies.
							NATIVE STATES.
...	(*a*) 12,501	...	(*b*) 1,481	...	11,020	...	Khámgaon.
...	(*a*) 37,295	...	(*b*) 2,847	...	34,448	...	Amraóti.
...	(*a*) 42,698	...	(*b*) 61,860	...	—18,662	...	Bhopal-Itárei.
0·01	11,13,949	3·18	6,26,026	1·79	4,87,023	1·39	His Highness the Nizam's.
0·01	1,52,279	2·44	96,660	1·55	55,619	0·89	His Highness the Gaekwar's.
0·14	10,04,660	3·12	6,13,113	1·91	3,91,247	1·21	Bhávnagar-Gondal.
0·06	4,33,954	3·09	2,26,170	1·56	2,07,784	1·44	Mysore.
0·03	1,71,052	3·26	58,679	1·12	1,12,373	2·14	Jodhpore.
0·01	48,787	1·99	51,758	2·11	—2,971	—0·12	Rájpura-Patiála.
0·17	30,17,178	3·15	17,39,297	1·81	12,77,881	1·34	Total Native States.
0·12	(*c*) 17,98,96,248	3·98	(*d*) 8,86,32,942	1·96	9,12,63,306	2·02	TOTAL OF ALL RAILWAYS.

Himalayan and the Thatón-Duyinzaik Railways.

(*c*) The steam-boat receipts amount to Rs. 19,91,063.

(*d*) The steam-boat expenses amount to Rs. 9,30,980.

Table showing Expenditure on Revenue Account on the several

Railways.	Maintenance of Way, Works and Stations.			Locomotive.			Carriage and Wagon.			Traffic.		
	Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.
STATE IMPERIAL.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian	55,36,471	0·58	11·63	46,40,277	0·48	9·75	16,40,634	0·17	3·44	29,70,748	0·31	6·24
Rajputana-Malwa	18,06,000	0·32	11·02	37,80,000	0·66	23·07	5,77,000	0·10	3·52	13,04,00	0·23	7·96
Dhond Manmád	...	...	...	...	...	...	...	...	...	...	...	...
Southern-Mahratta ...	1,85,111	0·48	21·37	2,29,530	0·59	26·50	24,202	0·06	2·79	1,20,245	0·31	13·88
Eastern Bengal	7,75,071	0·73	15·88	6,21,881	0·58	12·72	2,61,034	0·25	5·34	6,45,107	0·61	13·21
Wardha Coal	33,692	0·43	13·30	48,922	0·63	19·31	22,581	0·29	8·91	24,063	0·31	9·50
Punjab Northern ...	5,69,744	0·51	14·88	9,17,810	0·82	23·97	1,76,763	0·16	4·62	4,16,337	0·37	10·87
Indus Valley	8,90,220	0·34	7·37	18,19,027	0·77	16·74	2,96,568	0·13	2·73	5,87,161	0·25	5·40
Total State Imperial ...	97,07,310	0·48	11·43	1,20,57,247	0·60	14·20	29,98,185	0·15	3·52	60,68,261	0·30	7·15
STATE PROVINCIAL.												
Bareilly-Pilibheet	16,954	0·58	21·60	11,529	0·39	14·73	1,345	0·05	1·72	14,877	0·51	19·01
Nalhátí	25,040	0·60	32·61	9,709	0·23	12·64	2,640	0·06	3·44	7,995	0·19	10·42
Tirhoot	2,29,086	0·49	17·2	1,99,742	0·44	15·62	48,371	0·11	3·78	1,66,684	0·37	13·04
Northern Bengal	6,13,432	0·86	28·41	3,14,503	0·44	14·57	55,774	0·08	2·58	1,87,341	0·26	8·68
Kaunia-Dhamlla	26,687	0·99	19·14	14,056	0·55	10·53	4,515	0·17	3·24	9,66	0·36	6·93
Dacca	32,989	0·45	32·11	32,58	0·45	32·02	5,089	0·07	5·00	30,55	0·42	30·32
Cawnpore-Achnera	2,18,476	0·45	22·92	2,49,709	0·51	27·33	44,326	0·09	4·85	1,53,252	0·31	16·78
Amritsar-Pathánkot ...	64,422	0·67	24·18	74,232	0·72	24·18	12,713	0·12	4·48	34,076	0·33	12·62
Nágpur-Chhattísgarh ...	3,56,742	0·90	25·22	2,62,760	0·66	18·57	66,510	0·17	4·70	1,17,01	0·29	8·27
Burma	6,41,951	0·90	29·67	4,15,163	0·58	19·19	89,550	0·12	4·14	3,03,537	0·42	14·03
Jorhat	8,256	0·28	25·63	11,899	0·39	36·65	759	0·03	2·36	12,166	0·41	37·76
Total State Provincial Railways	22,29,038	0·72	25·70	15,96,433	0·51	18·47	3,31,601	0·17	3·82	10,37,458	0·33	12·06
GUARANTEED COMPANIES.												
Madras	10,82,591	0·49	14·14	15,45,093	0·69	20·17	4,95,331	0·22	6·47	7,31,146	0·33	9·55
South Indian	2,21,115	0·51	20·11	2,30,107	0·52	20·35	3,44,568	0·18	7·31	4,05,228	0·22	8·86
Great Indian Peninsula ...	46,10,046	0·52	12·73	69,71,470	0·78	19·13	23,99,817	0·27	6·58	24,61,547	0·27	6·76
Bombay, Baroda and Central India.	17,43,084	0·79	13·27	17,32,495	0·79	13·19	7,35,935	0·33	5·60	7,30,585	0·33	5·56
Oudh and Rohilkhand ...	14,35,095	0·26	25·91	8,99,837	0·60	16·25	2,82,771	0·19	5·11	5,02,147	0·34	9·07
Sind, Punjab and Delhi ...	18,61,999	0·56	13·61	25,32,349	0·77	18·87	12,11,804	0·36	8·36	10,84,761	0·32	7·93
Total Guaranteed Companies	1,16,83,930	0·59	14·41	1,46,61,351	0·73	18·08	54,60,319	0·27	6·73	59,18,294	0·29	7·29
ASSISTED COMPANIES.												
Bengal Central	1,62,627	0·62	30·38	71,374	0·27	13·33	29,8·9	0·11	5·57	78,146	0·30	14·60
Deogurh	3,371	0·24	13·05	4,417	0·31	18·42	425	0·03	1·77	4,256	0·30	17·74
Bengal and North Western ...	28,168	0·05	2·34	2,28,059	0·40	18·42	22,077	0·01	1·83	1,30,065	0·23	10·79
Rohilkhand-Kumaun ...	32,250	0·45	15·53	28,023	0·39	11·75	3,275	0·04	1·37	46,557	0·65	19·52
Assam	1,00,319	1·14	39·09	60,390	0·68	23·47	9,837	0·11	3·82	31,454	0·36	12·22
Total Assisted Companies...	3,26,763	0·32	14·46	3,92,264	0·39	17·35	65,133	0·07	2·89	2,90,478	0·29	12·85
NATIVE STATES.												
Khámbaon	(a) 1,441	0·14	...	...	...	...	...	...	...	...	...	...
Amraoti	(a) 2,809	0·31	...	...	...	...	...	...	...	...	...	...
Bhopal-Itárisi	(b) 52,752	1·01	...	...	...	...	...	...	...	...	...	...
His Highness the Nizam's ...	2,13,531	0·61	19·11	1,46,072	0·41	13·12	62,893	0·19	5·63	1,01,931	0·29	9·16
His Highness the Gaekwar's ...	35,529	0·57	23·35	28,759	0·46	18·88	5,003	0·08	3·35	16,039	0·26	10·53
Bhávnagar-Gondal ...	1,21,844	0·27	12·12	1,61,451	0·36	16·07	28,280	0·08	2·81	1,20,549	0·27	11·99
Mysore	47,008	0·33	10·85	80,231	0·55	18·49	15,643	0·10	3·60	35,672	0·25	8·22
Jodhpore	18,474	0·35	10·80	25,013	0·48	14·64	705	0·01	0·41	9,964	0·19	5·83
Rajpura-Patiála	11,402	0·47	23·38	17,491	0·71	35·85	5,397	0·22	11·07	8,042	0·31	16·48
Total Native States ...	5,04,852	0·52	16·73	4,59,047	0·48	15·21	1,18,022	0·12	3·91	2,92,184	0·31	9·68
TOTAL OF ALL RAILWAYS...	2,44,51,893	0·54	13·59	2,91,66,342	0·64	16·21	89,73,560	0·19	4·98	1,36,06,875	0·30	7·56

Note.—The returns of the Darjeeling-Himalayan and

Railways during the year ending 31st December 1885.

General.			Steam-boat.			Special and Miscellaneous.			Total.			Railways.
Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE IMPERIAL.
17,29,262	0·18	3·63	22,007	0·002	0·05	2,19,152	0·03	0·52	1,67,87,951	1·75	35·26	East Indian.
10,71,000	0·19	6·55	...	...	...	1,13,000	0·02	0·69	86,54,900	1·52	52·81	Rajputana-Malwa.
(*a*) 6,232	...	...	...	...	...	...	...	...	6,232	...	...	Dhond-Manmád.
1,00,487	0·42	18·53	...	...	...	6,514	0·02	0·73	7,25,883	1·88	83·80	Southern Mahratta.
2,60,869	0·24	5·34	2,65,584	0·23	5·50	1,59,287	0·15	3·26	29,92,733	2·81	61·25	Eastern Bengal.
54,140	0·69	21·37	....	...	...	20,952	0·27	8·27	2,04,361	2·62	80·66	Wardha Coal.
2,33,964	0·21	6·11	...	...	...	86,017	0·08	2·25	24,70,665	2·15	62·69	Punjab Northern.
3,56,500	0·15	3·28	2,09,712	0·09	1·93	3,71,512	0·16	3·42	44,41,400	1·88	40·87	Indus Valley.
38,75,454	0·19	4·56	5,00,303	0·02	0·59	10,06,271	0·05	1·18	3,62,13,031	1·79	42·64	Total State Imperial.
												STATE PROVINCIAL.
17,823	0·61	22·77	...	...	...	2,056	0·10	3·50	65,581	2·24	83·79	Rawéilly-Pilibheet.
17,227	0·42	22·44	...	...	...	407	0·01	0·53	63,010	1·51	82·08	Nalhátí.
1,57,924	0·35	12·35	1,12,291	0·23	8·78	14,260	0·03	1·12	9,19,363	2·04	71·90	Tirhoot.
1,74,972	0·24	8·11	1,51,345	0·21	7·01	17,343	0·02	0·80	15,14,710	2·11	70·16	Northern Bengal.
9,014	0·34	6·46	44,827	1·67	32·14	378	0·01	0·27	1,09,777	4·09	78·71	Kaunia-Dhaella.
40,612	0·55	39·91	...	...	...	1,483	0·02	1·46	1,43,602	1·96	141·12	Dacca.
1,25,859	0·26	13·78	....	...	...	11,024	0·02	1·21	8,02,648	1·64	87·87	Cawnpore-Achnera.
22,981	0·22	8·11	....	...	...	15,215	0·15	5·36	2,27,639	2·21	80·28	Amritsar-Pathankot.
1,11,174	0·26	7·19	...	...	...	16,548	0·04	1·17	9,21,615	2·32	65·12	Nágpur-Chhattísgarh.
2,21,441	0·31	10·23	...	...	...	18,881	0·03	0·87	16,90,533	2·37	78·13	Burma.
6,405	0·21	19·88	...	...	...	275	0·01	0·85	39,673	1·33	123·14	Jorhat.
8,96,003	0·29	10·37	5,08,463	0·06	3·57	98,871	0·03	1·14	64,97,857	2·10	75·19	Total State Provincial.
												GUARANTEED COMPANIES.
4,70,716	0·21	6·15	...	...	...	53,948	0·02	0·70	43,78,825	1·96	57·18	Madras.
3,72,669	0·21	8·14	...	...	...	14,725	0·01	0·32	29,78,412	1·65	65·12	South Indian.
11,62,050	0·13	3·20	...	...	...	7,39,887	0·08	2·03	1,83,81,827	2·08	50·46	Great Indian Peninsula.
5,75,915	0·26	4·38	...	...	...	1,29,879	0·06	0·98	56,47,803	2·56	42·98	Bombay, Baroda and Central India.
4,06,850	0·27	7·35	...	...	...	1,05,305	0·07	1·90	36,32,007	2·43	65·59	Oudh and Rohilkhand.
7,44,000	0·22	5·44	9,455	0·00	0·07	51,170	0·02	0·38	77,45,534	2·25	55·16	Sind, Punjab and Delhi.
37,32,200	0·18	4·61	9,455	0·00	0·01	10,94,860	0·05	1·35	4,25,67,402	2·14	52·51	Total Guaranteed Companies.
												ASSISTED COMPANIES.
1,20,622	0·46	22·53	...	...	...	64,533	0·25	12·05	5,27,119	2·01	98·46	Bengal Central.
1,609	0·11	6·71	...	...	...	...	...	...	14,078	0·99	58·69	Dhoghur.
1,16,136	0·19	9·14	68,472	0·12	5·68	7,553	0·01	0·62	5,94,521	1·04	49·32	Bengal and North Western.
43,501	0·61	18·23	...	...	...	4,893	0·07	2·01	1,58,413	2·21	66·40	Rohilkhand-Kumaun.
1,00,363	1·14	32·00	14,942	0·17	5·81	3,864	0·04	1·50	3,21,199	3·64	124·82	Assam.
3,76,231	0·27	16·64	83,414	0·08	3·69	80,753	0·08	3·57	16,15,336	1·60	71·45	Total Assisted Companies.
												NATIVE STATES.
(*a*) 43	...	...	...	...	...	...	...	...	(*a*) 1,484	...	...	Khámgaon.
(*a*) 43	...	...	...	...	...	...	...	...	(*a*) 2,847	...	...	Amraóti.
8,608	0·16	...	...	...	...	...	...	...	(*a*) 61,360	...	...	Bhopal-Itársi.
(*a*) 80,418	0·27	7·22	...	...	...	22,081	0·06	1·98	6,28,926	1·79	56·26	His Highness the Nizam's.
11,235	0·18	7·28	...	...	...	...	...	...	96,660	1·55	62·47	His Highness the Gaekwar's.
1,36,347	0·42	13·57	29,345	0·09	2·92	15,197	0·04	1·55	6,13,413	1·90	61·05	Bhávnagar-Gondal.
45,789	0·32	10·55	...	...	...	1,774	0·01	0·41	2,26,170	1·56	52·12	Mysore.
1,940	0·01	1·13	...	...	...	2,553	0·05	1·49	58,679	1·12	34·20	Jodhpore.
6,549	0·27	13·63	...	...	...	2,770	0·11	5·68	51,758	2·11	106·09	Rájpúra-Patiála.
2,91,072	0·31	9·64	29,345	0·03	0·97	44,775	0·04	1·48	17,39,297	1·81	57·64	Total Native States.
91,77,960	0·20	5·11	9,30,980	0·02	0·52	23,25,530	0·05	1·29	8,86,32,940	1·96	49·27	TOTAL OF ALL RAILWAYS.

Thatón-Duyinzaik Railways have not been received.

(*a*) Expenditure incurred by the State.

Summary of the principal articles of merchandise, &c., carried, and the receipts therefrom on the several Railways for 1885, as compared with the similar results for 1884 (details given in Appendix).

Classification Number.	ARTICLES.	Quantity.		Receipts.		Quantity.		Receipts.		Classification Number.
		1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	Increase. Tons.	Decrease. Tons.	Increase. Rs.	Decrease. Rs.	
I.	Animals, living (for sale), No. ...	351,944	429,775	88,037	...	77,831	...	...	...	I.
II.	Borax	2,978	2,847	44,503		130	...	...	...	II.
III.	Canes and Rattans	2,771	3,396	15,003		625	...	...	...	III.
IV.	Caoutchouc	134	129	1,347		...	5	...	...	IV.
V.	Chinese and Japanese Ware ...	162	177	4,410		15	...	...	...	V.
VI.	Coal and Coke	1,371,862	1,389,763	65,91,257		17,901	...	...	...	VI.
VII.	Cotton, Raw	409,287	327,539	52,30,279		...	81,748	...	...	VII.
VIII.	Cotton, Manufactured	238,425	290,589	47,11,035		47,164	...	...	...	VIII.
IX.	Drugs and Medicines	13,435	16,521	2,30,107		3,086	...	...	...	IX.
X.	Dyeing Materials	90,911	95,415	11,91,524		5,504	...	...	...	X.
XI.	Earthen Ware and Porcelain ...	2,103	2,110	33,512		...	74	...	...	XI.
XII.	Fibrous Products	370,213	370,901	31,39,431		688	...	...	...	XII.
XIII.	Fruits and Nuts	189,359	199,685	20,10,925		10,324	...	...	...	XIII.
XIV.	Grain and Pulses	3,222,422	4,361,809	1,09,85,937		1,139,386	...	...	...	XIV.
XV.	Gums and Resins	15,85[illegible]	18,338	2,03,245		2,457	...	...	...	XV.
XVI.	Hides and Skins	102,230	121,920	12,55,734		19,690	...	...	...	XVI.
XVII.	Horns	2,164	1,780	21,807		...	384	...	...	XVII.
XVIII.	Lac	17,753	20,248	2,00,441		2,495	...	...	...	XVIII.
XIX.	Leather	7,593	7,907	1,57,105		314	...	...	...	XIX.
XX.	Liquors	35,470	46,253	5,11,704		10,783	...	...	...	XX.
XXI.	Mats	1,903	2,175	18,226		272	...	...	...	XXI.
XXII.	Metals and Manufactures of ...	385,977	416,634	52,77,054		30,657	...	...	...	XXII.
XXIII.	Oils	77,169	82,847	8,50,993		5,678	...	...	...	XXIII.
XXIV.	Opium	16,184	20,984	3,65,509		4,800	...	...	...	XXIV.
XXV.	Paints and Colours	4,721	4,874	73,736		153	...	...	...	XXV.
XXVI.	Provisions	122,598	139,841	11,85,813		17,273	...	...	...	XXVI.
XXVII.	Salt	1,031,123	1,206,734	46,06,259		175,611	...	...	...	XXVII.
XXVIII.	Saltpetre, &c.	73,037	72,153	5,65,388		...	1,837	...	...	XXVIII.
XXIX.	Seeds	1,492,517	1,534,325	1,12,19,173		41,808	...	...	...	XXIX.
XXX.	Silk	2,623	2,970	61,732		350	...	...	...	XXX.
XXXI.	Spices	39,410	31,490	3,85,762		4,050	...	...	...	XXXI.
XXXII.	Stone and Marble	262,978	292,319	4,26,870		29,411	...	...	...	XXXII.
XXXIII.	Sugar	543,098	600,783	27,75,113		57,685	...	...	...	XXXIII.
XXXIV.	Tea	26,115	30,518	3,88,739		4,403	...	...	...	XXXIV.
XXXV.	Tobacco	99,118	110,718	6,17,695		11,600	...	...	...	XXXV.
XXXVI.	Wood	503,760	548,570	13,60,309		44,810	...	...	...	XXXVI.
XXXVII.	Wool	31,433	33,800	4,34,088		2,367	...	...	...	XXXVII.
XXXVIII.	All other Articles of Merchandise ...	804,303	1,229,160	47,07,207		364,853	...	...	...	XXXVIII.
XXXIX.	Bark (Tanning)	388	2,263	1,036		1,875	...	...	...	XXXIX.
XL.	Coffee	7,588	7,933	66,182		300	...	...	...	XL.
XLI.	Government Stores	139,186	153,191	10,50,199		14,005	...	...	...	XLI.
XLII.	Manures	5,699	4,817	22,827		...	882	...	...	XLII.
XLIII.	Vegetables	50,233	60,548	4,15,544		10,295	...	...	...	XLIII.
XLIV.	Chunam and Lime	54,427	74,170	2,20,627		19,743	...	...	...	XLIV.
XLV.	Hay and Straw and Grass, &c. ...	37,116	47,636	54,277		10,520	...	...	...	XLV.
XLVI.	Railway Materials	467,887	336,113	3,67,701		...	131,773	...	...	XLVI.
XLVII.	Revenue Stores	189,407	165,269	33,512		...	24,138	...	...	XLVII.
	Total ...	12,634,630	14,522,074	...	...	1,887,378	...	...	...	

Information incomplete. The returns of the B. B. & C. I. and Rajputana-Malwa Railways not having been received.

SUMMARY.

The total extent of railways open for traffic in India on the 31st March 1886 is 12,376 miles, of which 4,575¾ miles are in the hands of Guaranteed, Assisted and other Companies, 7,112½ miles are State lines, either Imperial or Provincial, and 687¾ miles belong to Native States.

On the same date the extent of Railway mileage under construction was 3,767¼ miles, of which 369 miles are in the hands of Guaranteed, Assisted and other Companies, 2,891½ miles are under construction by the State, and 506¾ miles by Native States.

The total capital outlay on the railways and connected steamer services amounted, on the 31st December 1885, to £161,917,840 (at the conventional exchange of 2 shillings to the rupee), of which £71,032,838 have been expended by Guaranteed Companies, £82,255,391 on the State Railways (Imperial and Provincial), inclusive of the cost of the East Indian Railway, which stands at £35,166,587, £4,821,379 on Native State lines, and £3,808,232 on Assisted Companies' lines.

The gross receipts during the calendar year 1885 amounted to £17,989,625 compared with £16,066,225 in 1884; the working expenses have been £8,863,294 as compared with £8,156,157. The net revenue amounted to £9,126,331, of which the East Indian Railway, including the Branches worked by the Company, contributed £3,081,933, the Guaranteed lines £3,848,788, the Assisted Companies £64,523, the State lines (Imperial and Provincial) excluding the East Indian Railway and Branches, £2,003,298, and the lines in Native States £127,788.

The total net earnings on all lines in 1885 yielded a return of £5-12-9 per cent. per annum, as compared with £5-1-9 in 1884, or, excluding steam-boat services and suspense items, of £5-16-8 as compared with £5-5-4. Including steam-boat service and suspense the East Indian Railway and Branches produced £8-8-0 per cent., the Guaranteed lines paid £5-8-4 per cent., the State lines (Imperial and Provincial), excluding the East Indian Railway and Branches, yielded £5-9-7 per cent., the Assisted Lines excluding the Tárakeshwar £1-13-11, and the Native State lines £2-13 per cent.

The total number of passengers carried was 80,864,779, as compared with 73,815,119 in 1884, and the receipts from the coaching traffic have amounted to £5,538,126, as compared with £5,070,754.

The aggregate tonnage moved has amounted to 18,925,385 tons, as compared with 16,663,007 tons, and the receipts from goods traffic have amounted to £11,915,375, as compared with £10,565,941 in 1884.

Summary of principal commodities.

The summary on page 96 of the principal articles of merchandise carried on the chief Indian Railways shows an improvement of 1,887,378 tons, or, excluding railway materials and revenue stores, the total weight moved has increased by 2,043,289 tons. The main improvement being under grains and pulses 1,159,386 tons; 39 out of the 47 items of public traffic tabulated show increases.

APPENDIX.

Details of the principal Articles of Merchandise, &c., carried, and the receipts therefrom on the several Railways for 1885, as compared with the similar results for 1884.

Statement showing the quantities of the principal articles of merchandise, &c., carried and the

STATE

Classification Number.	ARTICLES.	East Indain.				Rajputana-Malwa.				Bengal Central.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.
I.	Animals, living (for sale) No.	28,022	37,382	47,006	71,954	781	1,296	...	...	5	...	45	...
II.	Borax	1,228	1,049	26,090	22,687	...	...	...	...	...	...	...	...
III.	Canes and Rattans	1,156	1,111	9,650	10,407	643	760	...	...	...	...	...	...
IV.	Caoutchouc	26	5	431	97	...	...	...	...	...	...	...	...
V.	Chinese and Japanese ware ...	60	21	2,053	1,037	...	...	...	...	...	...	...	...
VI.	Coal and Coke	1,041,518	999,539	57,56,330	53,54,783	1,801	3,785	...	...	3,904	6,475	5,033	8,953
VII.	Cotton, Raw	41,077	36,228	12,01,309	10,24,220	43,891	37,473	...	...	7	27	28	89
VIII.	Cotton, Manufactured	71,260	78,475	22,58,909	24,33,187	20,769	25,267	...	...	853	1,468	3,389	3,506
IX.	Drugs and Medicines	3,461	4,528	1,03,479	1,39,224	701	831	...	...	...	...	...	...
X.	Dyeing Material	18,458	19,017	5,43,247	4,53,808	6,683	6,797	...	...	...	...	...	...
XI.	Earthenware and Porcelain ...	237	345	11,668	15,691	...	...	...	...	...	...	...	...
XII.	Fibrous Products	37,611	46,973	5,82,622	6,96,972	9,544	9,136	...	...	322	1,174	1,541	3,274
XIII.	Fruits and Nuts	12,702	13,906	3,62,196	3,88,339	13,918	14,534	...	...	2,948	3,108	9,281	9,219
XIV.	Grain and Pulses	517,577	696,226	39,36,839	56,49,064	180,712	331,448	...	...	1,095	2,465	2,123	3,795
XV.	Gums and Resins	2,760	3,984	51,739	68,716	987	483	...	...	...	...	...	...
XVI.	Hides and Skins	37,867	37,528	4,85,499	5,71,129	3,799	5,409	...	...	268	491	918	1,003
XVII.	Horns	740	604	12,077	9,192	225	69	...	...	...	...	...	...
XVIII.	Lac	15,226	18,295	2,52,609	2,94,851	347	136	...	...	...	...	...	...
XIX.	Leather	2,484	2,706	96,635	1,01,075	650	745	...	...	...	...	...	...
XX.	Liquors	5,918	7,717	1,73,374	1,83,613	1,118	1,978	...	...	...	...	...	...
XXI.	Mats	226	287	4,746	4,603	...	...	...	...	...	...	...	...
XXII.	Metals and Manufactures of ...	128,251	135,952	27,77,785	28,02,321	24,445	26,965	...	...	560	698	1,184	1,712
XXIII.	Oils	8,777	8,805	1,61,525	1,77,554	3,049	3,272	...	...	296	626	857	1,213
XXIV.	Opium	11,061	14,684	2,85,520	3,82,350	2,284	2,689	...	...	...	...	...	...
XXV.	Paints and Colors	3,053	2,825	51,973	43,434	327	159	...	...	...	...	...	...
XXVI.	Provisions	12,605	14,137	3,30,149	3,34,682	5,430	6,119	...	...	477	1,184	971	2,761
XXVII.	Salt	234,985	266,709	16,38,723	16,97,009	170,921	188,552	...	...	403	1,432	761	1,966
XXVIII.	Saltpetre, &c.	51,172	47,963	4,96,854	4,51,679	4,717	4,886	...	...	...	...	...	...
XXIX.	Seeds	387,985	394,4 4	36,72,156	35,47,055	128,131	174,077	...	...	835	2,383	1,290	3,334
XXX.	Silk	1,272	1,253	38,468	35,158	26	57	...	...	...	...	...	...
XXXI.	Spices	5,723	8,956	1,04,653	1,56,679	1,483	1,376	...	...	...	...	...	...
XXXII.	Stone and Marble	44,753	50,547	1,32,366	1,74,155	13,398	9,856	...	...	...	...	...	...
XXXIII.	Sugar	107,879	124,021	7,63,687	8,99,467	69,461	79,594	...	...	5,270	5,726	9,753	11,491
XXXIV.	Tea	1,506	1,681	40,503	56,180	464	390	...	...	...	...	...	1
XXXV.	Tobacco	15,161	20,129	2,16,782	2,93,986	10,514	9,823	...	...	133	368	377	621
XXXVI.	Wood	40,100	47,453	2,32,161	4,46,443	22,250	24,362	...	...	138	298	267	1,004
XXXVII.	Wool	2,341	2,330	77,036	76,519	2,946	5,226	...	...	...	...	...	...
XXXVIII.	All other articles of Merchandise ...	101,135	100,656	12,59,540	12,70,346	19,927	28,679	...	...	6,329	9,975	15,041	15,545
XXXIX.	Bark (Tanning)	...	...	...	...	...	...	...	...	...	...	...	...
XL.	Coffee	...	...	...	...	...	...	...	...	...	...	...	...
XLI.	Government Stores	10,033	12,84	4,41,994	5,57,547	2,063	4,192	...	...	...	...	...	...
XLII.	Manures	...	...	...	...	...	...	...	...	...	...	...	...
XLIII.	Vegetables	13,959	17,04	1,30,324	1,36,351	...	...	...	...	...	...	...	...
XLIV.	Chunam and Lime	19,490	23,10	1,36,077	1,52,528	...	...	...	...	...	...	...	...
XLV.	Hay and Straw and Grass, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...
XLVI.	Railway Materials	...	...	...	...	154,067	48,503	...	...	...	...	...	...
XLVII.	Revenue Stores	...	...	...	...	169,321	141,085	...	...	...	...	...	...
	Total ...	3,996,755	3,271,91	3,38,01,142	3,11,44,962	1,089,621	1,198,968	...	...	23,688	37,878	52,819	69,492

receipts therefrom on the several Railways for 1885, as compared with the similar results for 1884.

IMPERIAL.

Southern Mahratta.				Eastern Bengal.				Wardha Coal.				Punjab Northern.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	
...	323	...	113	81	185	1,369	6,368	...	...	...	...	1,350	6,662	4,952	31,581	I.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	II.
37	1	61	2	...	...	...	...	...	...	...	...	...	...	...	...	III.
...	7	2	47	...	...	...	...	...	...	...	...	...	...	...	...	IV.
...	...	1	6	...	...	...	...	...	...	...	...	...	...	...	...	V.
7	149	7	650	55,047	66,607	1,31,225	1,00,462	81,427	83,444	1,05,267	87,203	8,352	9,614	14,141	18,424	VI.
1,195	2,537	13,669	27,313	3,589	1,970	18,725	15,887	763	1,022	2,413	3,435	1,120	963	12,360	9,257	VII.
725	3,696	6,999	35,648	13,532	18,319	1,72,101	1,40,936	996	908	3,144	3,897	5,047	5,109	77,124	75,367	VIII.
19	53	184	673	...	...	...	...	21	37	98	172	168	367	2,106	5,437	IX.
57	387	372	2,796	...	...	...	...	105	182	360	530	501	556	9,809	11,571	X.
9	38	33	191	...	...	...	...	...	...	1	...	...	...	...	...	XI.
183	425	931	2,210	192,374	175,008	15,20,440	9,19,041	475	356	1,530	1,137	4,509	4,870	16,000	16,371	XII.
386	2,491	2,235	20,248	1,238	3,684	7,532	7,200	487	457	1,942	1,821	4,568	4,112	70,263	68,499	XIII.
5,977	22,951	14,895	74,265	48,655	51,553	1,44,972	1,34,146	7,459	3,586	8,407	4,205	105,229	113,077	2,75,971	3,02,672	XIV.
6	31	35	247	...	...	...	...	85	77	297	286	...	...	...	...	XV.
167	590	552	2,681	6,546	6,362	57,703	40,617	141	140	619	549	1,554	2,185	12,303	16,875	XVI.
4	35	16	301	...	...	...	...	15	16	59	61	...	...	...	...	XVII.
2	1	13	12	...	...	...	...	1	2	3	6	...	...	...	...	XVIII.
6	56	40	283	...	...	...	...	5	3	19	11	...	...	...	...	XIX.
179	824	807	4,036	...	...	...	...	13	14	57	59	3,256	2,916	23,102	24,864	XX.
4	13	17	63	...	...	...	...	101	147	341	487	509	944	4,561	4,572	XXI.
609	2,227	3,611	16,558	10,370	11,629	69,361	60,551	636	1,070	1,642	2,098	4,085	4,544	31,613	32,713	XXII.
530	1,795	3,264	13,695	3,249	3,132	20,756	15,553	169	229	520	600	614	779	5,319	6,203	XXIII.
...	1	5	8	...	...	...	...	...	2	...	16	...	...	...	...	XXIV.
21	127	163	1,272	...	...	...	...	14	13	44	37	...	...	...	...	XXV.
48	101	278	943	5,571	6,661	36,519	34,749	23	27	79	76	1,087	1,191	11,090	11,748	XXVI.
683	3,327	1,376	9,101	38,992	39,826	1,28,644	1,16,117	4,308	4,667	10,557	11,371	69,781	75,375	2,23,505	2,48,333	XXVII.
9	18	7	63	...	...	...	...	1	1	4	3	295	1,112	1,565	5,544	XXVIII.
2,612	3,171	10,607	10,040	31,921	24,768	1,55,063	84,704	19,996	15,168	25,054	19,129	17,038	8,061	58,530	29,731	XXIX.
59	196	1,012	2,685	...	...	...	...	5	...	34	...	149	54	2,924	1,267	XXX.
57	624	417	4,784	...	...	...	...	49	79	234	330	748	845	8,041	8,837	XXXI.
249	1,101	633	3,611	...	...	...	...	3	19	13	63	6,068	6,006	11,274	11,250	XXXII.
640	2,317	1,452	8,818	19,250	13,037	50,826	32,098	197	197	630	625	13,945	16,791	87,289	95,773	XXXIII.
...	3	4	51	9,304	9,334	74,822	68,817	...	...	1	...	890	994	20,376	18,943	XXXIV.
28	137	136	1,036	11,174	13,409	64,429	85,327	32	41	137	177	1,052	1,401	14,207	19,304	XXXV.
1,179	5,309	2,751	11,760	27,444	23,901	40,388	37,861	306	278	945	716	32,836	35,916	84,649	77,622	XXXVI.
15	60	125	651	...	...	...	...	5	6	24	31	1,103	859	8,236	8,080	XXXVII.
503	1,833	2,723	13,438	94,512	180,683	3,34,770	3,07,591	808	819	2,354	2,625	18,029	20,397	1,31,363	1,65,338	XXXVIII.
281	2,100	788	8,004	...	...	...	...	...	...	...	...	...	...	...	...	XXXIX.
...	2	4	19	...	...	...	...	...	...	...	...	...	...	...	...	XL.
...	58	...	1,159	...	...	...	...	2,759	1,691	5,539	2,152	2,903	6,346	41,706	1,04,302	XLI.
1	122	6	439	...	...	...	...	...	...	...	...	...	...	...	...	XLII.
44	186	140	856	...	...	...	...	...	...	...	...	1,452	2,397	11,781	18,123	XLIII.
130	248	605	909	...	...	...	...	...	...	...	...	2,640	3,812	7,296	9,712	XLIV.
122	44	140	79	6,439	4,873	12,161	9,678	...	...	...	...	106	53	500	177	XLV.
31,765	115,311	48,677	2,29,444	...	...	...	...	...	...	...	...	103,882	34,430	1,19,633	64,697	XLVI.
...	...	...	...	...	...	...	...	...	...	...	...	12,693	14,888	20,355	25,209	XLVII.
48,574	174,943	1,19,775	5,11,042	584,219	651,846	30,39,036	22,11,341	121,094	114,687	1,72,387	1,43,860	432,899	380,956	14,27,937	15,36,994	Total.

Statement showing the quantities of the principal articles of merchandise, &c., carried, and the receipt

Classification Number.	ARTICLES.	STATE IMPERIAL—*concld.*				STATE
		INDUS VALLEY.				BAREILLY-PILIBHEET.
		Quantity.		Receipts.		Quantity.		Receipts.	
		1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.
I.	Animals, living (for sale) No.	6,301	19,527	4,719	58,342	...	...	...	...
II.	Borax	16	13	385	313	11	351	28	750
III.	Canes and Rattans	24	38	1,092	728	...	5	1	13
IV.	Caoutchouc	3	5	67	77	...	...	...	...
V.	Chinese and Japanese Ware ...	16	51	803	1,078	...	1	...	3
VI.	Coal and Coke	10,301	1,049	87,513	8,367	...	...	...	...
VII.	Cotton, Raw	1,106	2,391	17,404	49,634	4	36	18	136
VIII.	Cotton, Manufactured	13,258	14,272	2,68,507	2,92,763	2	54	6	157
IX.	Drugs and Medicines	1,083	1,248	22,537	27,943	...	12	1	31
X.	Dyeing Material	3,401	2,544	66,675	46,633	8	111	18	242
XI.	Earthen Ware and Porcelain ...	207	211	5,314	5,773	...	...	...	...
XII.	Fibrous Products	4,901	6,764	43,367	45,286	38	159	114	458
XIII.	Fruits and Nuts	6,188	8,340	1,15,007	1,22,63.	4	36	14	126
XIV.	Grain and Pulses	272,023	464,052	22,85,064	40,43,617	1,347	11,021	2,246	17,403
XV.	Gums and Resins	23	29	412	601	...	2	...	6
XVI.	Hides and Skins	1,412	1,650	17,838	23,709	5	112	10	228
XVII.	Horns	12	21	183	278	3	36	6	90
XVIII.	Lac	125	131	2,952	2,633	...	5	...	11
XIX.	Leather	511	633	10,310	13,642	...	7	2	21
XX.	Liquors	1,297	1,629	49,574	62,593	...	3	1	8
XXI.	Mats	68	70	634	1,360	...	...	1	...
XXII.	Metals and Manufactures of ...	15,297	16,150	2,27,968	2,44,917	8	49	25	156
XXIII.	Oils	2,460	3,270	46,905	62,771	3	35	8	98
XXIV.	Opium	...	...	...	...	...	...	...	1
XXV.	Paints and Colors	273	235	8,500	7,305	...	...	...	...
XXVI.	Provisions	2,237	2,373	47,672	49,690	...	1	...	2
XXVII.	Salt	4,351	6,074	25,789	30,961	380	2,236	626	3,630
XXVIII.	Saltpetre, &c.	309	286	4,678	3,233	...	...	...	...
XXIX.	Seeds	97,186	60,872	10,23,119	5,91,419	209	1,273	350	2,164
XXX.	Silk	39	27	1,417	1,247	...	...	...	1
XXXI.	Spices	1,956	1,858	43,723	46,502	10	89	31	272
XXXII.	Stone and Marble	2,106	1,053	6,338	7,017	5	72	7	125
XXXIII.	Sugar	21,933	22,366	2,10,605	2,04,706	48	1,036	102	2,106
XXXIV.	Tea	727	769	18,088	20,282	1	11	3	27
XXXV.	Tobacco	753	913	10,798	11,023	2	18	4	44
XXXVI.	Wood	21,057	11,782	39,364	55,244	130	1,869	262	3,383
XXXVII.	Wool	7,623	7,154	1,94,963	1,81,975	2	13	6	41
XXXVIII.	All other articles of Merchandise ...	14,294	16,111	1,60,453	2,32,903	769	10,049	1,361	13,281
XXXIX.	Bark (Tanning)	14	32	114	349	...	...	1	...
XL.	Coffee	24	19	712	616	...	...	...	...
XLI.	Government Stores	1,777	29,004	55,509	5,54,305	...	...	...	...
XLII.	Manures	403	131	3,375	899	...	...	...	...
XLIII.	Vegetables	1,284	1,502	11,760	18,229	5	31	7	47
XLIV.	Chunam and Lime	960	1,165	13,248	15,261	...	23	...	27
XLV.	Hay and Straw and Grass, &c. ..	377	4,680	3,364	74,088	...	...	...	...
XLVI.	Railway Materials	...	...	...	...	...	...	...	...
XLVII.	Revenue Stores	...	...	...	...	...	...	1	...
	Total ...	515,581	692,075	51,53,446	71,61,768	2,994	28,696	5,289	45,291

therefrom on the several Railways for 1885, as compared with the similar results for 1884—contd.

PROVINCIAL.

Nalhati.				Tirhoot.				Northern Bengal.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	
...	...	...	...	...	...	...	...	...	...	...	...	I.
...	...	...	...	...	...	...	...	...	...	...	...	II.
...	...	...	...	...	...	...	...	...	...	...	...	III.
...	...	...	...	...	...	...	...	...	...	...	...	IV.
...	...	...	...	...	...	...	...	...	...	...	...	V.
3,877	3,755	6,377	6,378	20,845	12,123	42,252	27,862	...	...	...	...	VI.
203	135	748	523	553	390	3,655	2,650	...	...	...	...	VII.
783	733	2,981	2,999	5,887	7,612	38,220	48,075	5,750	6,082	60,990	67,208	VIII.
10	9	76	74	61	52	506	487	...	...	...	...	IX.
41	15	132	42	2,301	1,940	16,616	15,917	...	...	...	...	X.
...	...	...	...	...	...	...	...	...	...	...	...	XI.
227	183	539	490	1,291	1,816	3,875	6,170	55,375	49,334	3,94,187	3,83,335	XII.
41	30	143	100	180	129	951	743	...	...	...	...	XIII.
1,299	3,316	1,706	5,494	39,576	51,620	82,932	1,16,396	28,452	37,947	99,060	1,13,642	XIV.
...	...	...	...	...	...	...	...	...	...	...	...	XV.
66	72	248	219	3,568	3,610	11,877	11,514	...	...	...	...	XVI.
...	...	...	...	5	10	23	50	...	...	...	...	XVII.
7	5	16	24	361	421	971	1,146	...	...	...	...	XVIII.
3	15	25	93	3	58	15	350	...	...	...	...	XIX.
36	47	219	316	287	257	1,976	1,786	...	...	...	...	XX.
...	...	...	...	...	...	...	...	...	...	...	...	XXI.
189	290	765	922	3,606	4,804	17,005	21,160	3,446	2,855	33,555	27,469	XXII.
40	18	176	108	750	622	3,121	2,149	1,146	1,136	8,895	8,853	XXIII.
...	...	...	...	...	...	...	...	...	...	...	...	XXIV.
8	12	16	59	37	488	240	2,630	...	...	...	...	XXV.
7	11	40	43	960	1,190	4,312	5,079	...	...	...	...	XXVI.
543	203	561	203	21,746	23,633	56,570	53,034	22,121	22,861	58,656	58,447	XXVII.
...	4	...	13	9,748	9,079	27,746	24,510	...	...	...	...	XXVIII.
813	282	1,266	466	24,644	28,408	61,241	67,002	4,754	4,348	14,735	12,596	XXIX.
285	416	1,511	2,074	...	...	...	...	...	...	...	...	XXX.
116	48	362	180	911	1,460	4,094	6,209	...	...	...	...	XXXI.
28	...	88	...	226	...	650	...	...	...	...	...	XXXII.
159	197	339	458	1,479	1,521	4,899	6,028	1,170	1,056	4,355	3,511	XXXIII.
...	1	...	4	...	10	...	61	6,776	7,560	1,54,886	1,71,805	XXXIV.
50	31	103	89	15,097	6,701	14,292	21,079	12,539	14,404	93,108	1,15,529	XXXV.
49	63	100	124	6,831	6,974	13,903	10,766	...	...	...	...	XXXVI.
4	2	21	13	49	63	350	455	...	...	...	...	XXXVII.
2,003	1,303	4,140	3,241	35,483	25,029	1,02,165	91,085	97,223	67,998	2,88,084	2,82,888	XXXVIII.
...	...	...	...	...	...	...	...	...	...	...	...	XXXIX.
...	...	...	...	...	...	...	...	...	...	...	...	XL.
...	...	...	...	17	38	203	333	...	...	...	...	XLI.
...	...	...	...	...	...	...	...	...	...	...	...	XLII.
469	246	948	569	88	744	231	3,200	...	...	...	...	XLIII.
20	95	12	176	1,869	3,921	3,406	9,105	...	...	...	...	XLIV.
...	...	...	...	...	...	...	...	...	...	...	...	XLV.
...	...	...	...	...	...	...	...	...	...	...	...	XLVI.
...	...	...	...	...	...	...	...	...	...	...	...	XLVII.
11,358	11,537	23,663	25,487	188,216	194,523	5,18,386	5,63,151	238,762	205,581	12,20,511	12,45,844	Total.

Statement showing the quantities of the principal articles of merchandise, &c., carried, and the receipts

STATE

Classification Number.	ARTICLES.	Kaunia-Dhabella.				Dacca.				Cawnpore-Aghnera.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.
I.	Animals, living (for sale) No.	...	...	...	...	...	...	...	...	...	78	...	37
II.	Borax	...	...	...	...	...	...	...	...	52	50	142	181
III.	Canes and Rattans	...	...	...	...	...	...	...	...	3	1	11	2
IV.	Caoutchouc	...	...	...	...	...	...	...	...	47	42	84	73
V.	Chinese and Japanese ware ...	...	...	...	...	...	...	...	...	...	...	1	...
VI.	Coal and Coke	...	...	...	...	...	...	...	...	3,866	3,687	10,004	8,576
VII.	Cotton, Raw	...	...	...	...	...	...	...	...	2,338	3,898	13,976	13,470
VIII.	Cotton, Manufactured	633	710	3,198	2,863	...	339	...	2,737	3,080	3,265	16,543	18,232
IX.	Drugs and Medicines	...	...	...	...	...	2	...	17	217	110	656	368
X.	Dyeing Material	...	...	...	...	...	...	...	...	2,415	2,470	10,495	8,141
XI.	Earthenware and Porcelain ...	...	...	...	...	...	...	...	...	109	44	607	232
XII.	Fibrous Products	1,280	1,204	1,056	910	...	2,215	...	6,782	1,221	1,120	2,856	3,017
XIII.	Fruits and Nuts	...	107	...	237	...	10	...	71	577	416	2,341	2,487
XIV.	Grains and Pulses	93	142	413	501	...	208	...	716	33,662	26,921	64,065	37,709
XV.	Gums and Resins	...	...	...	...	...	...	...	...	545	489	964	858
XVI.	Hides and Skins	...	...	...	...	...	14	...	95	525	868	2,769	4,835
XVII.	Horns	...	...	...	...	...	...	...	...	10	49	45	244
XVIII.	Lac	...	...	...	...	...	...	...	...	98	108	365	372
XIX.	Leather	...	...	...	...	...	72	...	509	71	59	307	272
XX.	Liquors	...	...	...	...	...	57	...	450	361	1,216	1,164	3,244
XXI.	Mats	...	...	...	...	...	...	...	...	1	14	8	35
XXII.	Metals and Manufactures of ...	130	111	683	623	...	72	...	407	5,109	5,321	22,788	25,615
XXIII.	Oils	28	14	139	56	...	9	...	63	321	469	1,367	1,520
XXIV.	Opium	...	...	...	...	...	...	...	...	260	330	2,626	5,886
XXV.	Paints and Colors	...	...	...	...	...	...	...	...	9	13	39	73
XXVI.	Provisions	...	...	...	...	...	17	...	90	2,329	1,385	5,901	4,647
XXVII.	Salt	380	274	212	140	...	3	...	11	33,024	30,592	65,603	44,348
XXVIII.	Saltpetre, &c.	...	...	...	...	...	...	...	...	4,787	5,479	12,949	12,596
XXIX.	Seeds	65	80	368	231	...	...	...	...	16,931	12,209	30,047	21,682
XXX.	Silk	...	...	...	...	...	...	...	...	11	...	73	3
XXXI.	Spices	...	...	...	...	...	12	...	121	854	914	2,246	2,719
XXXII.	Stone and Marble	...	...	...	...	...	...	...	...	1,597	4,815	4,389	4,518
XXXIII.	Sugar	50	57	315	197	...	10	...	67	8,035	7,234	9,760	10,231
XXXIV.	Tea	...	...	3	2	...	...	...	...	3	6	17	30
XXXV.	Tobacco	269	148	177	103	...	...	...	1	909	907	3,161	4,510
XXXVI.	Wood	...	...	...	...	...	...	...	...	3,103	2,229	9,387	15,540
XXXVII.	Wool	...	...	...	...	...	2	...	17	1,553	95	4,151	357
XXXVIII.	All other articles of Merchandise ..	1,834	1,429	7,746	5,903	...	87,332	...	33,736	3,232	6,813	9,146	19,220
XXXIX.	Bark (Tanning)	...	...	...	...	...	...	...	...	...	...	...	...
XL.	Coffee	...	...	...	...	...	...	...	...	...	...	...	...
XLI.	Government Stores	...	...	...	...	...	...	...	...	1,166	770	9,042	5,364
XLII.	Manures	..	...	...	...	...	...	...	...	...	...	...	...
XLIII.	Vegetables	...	...	...	...	...	...	...	...	865	3,753	2,583	9,634
XLIV.	Chunam and Lime	...	...	...	...	...	...	...	...	913	307	1,209	552
XLV.	Hay and Straw and Grass, &c. ..	...	...	...	...	...	...	...	...	...	...	...	...
XLVI.	Railway Materials	...	...	...	...	...	...	...	...	17,522	14,219	41,847	37,456
XLVII.	Revenue Stores	...	...	...	...	...	...	..	...	3,587	5,275	6,920	9,858
	Total ...	4,771	4,285	14,360	11,852	...	90,374	...	45,806	155,817	157,011	3,72,744	3,39,204

therefrom on the several Railways for 1885, as compared with the similar results for 1884—contd.

PROVINCIAL—*concld.*

Amritsar-Pathankot.				Nagpur-Chhattisgarh.				Burma.				Jorhat.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	
30	91	73	273	5	...	61	...	5,530	7,520	10,405	17,080	...	...	...	...	I.
...	8	5	18	1	2	5	10	...	...	...	1	...	...	...	...	II.
1	101	3	304	...	1	3	7	56	55	260	624	...	...	...	...	III.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	IV.
...	1	...	3	...	...	...	...	13	1	105	16	...	...	...	...	V.
61	324	73	454	6,576	6,882	15,540	15,212	509	1,684	238	4,046	...	39	...	125	VI.
23	17	132	89	250	220	2,932	2,375	15	17	153	171	...	...	...	...	VII.
114	220	616	1,251	2,568	3,408	21,922	26,962	1,251	1,681	9,305	12,556	...	...	...	...	VIII.
26	50	123	236	131	222	1,301	2,112	110	273	1,073	2,507	...	...	...	...	IX.
52	97	230	309	3,943	3,152	19,498	17,196	7,214	8,534	33,038	37,936	...	...	...	...	X.
162	6	197	30	5	1	47	9	521	431	4,306	3,994	...	...	...	...	XI.
250	766	525	1,812	2,314	2,521	15,103	16,826	1,714	1,892	10,497	12,139	...	...	...	...	XII.
127	109	731	455	1,166	1,232	6,603	7,624	3,551	3,751	25,277	27,411	...	...	...	...	XIII.
11,823	38,113	14,912	41,346	119,476	139,806	5,87,444	6,38,401	1,22,331	109,381	3,86,563	3,97,196	...	518	...	2,416	XIV.
1	2	5	8	433	308	2,500	3,076	22	5	144	40	...	...	...	...	XV.
57	163	175	433	1,211	1,575	7,453	9,979	261	238	2,359	2,295	...	...	...	...	XVI.
16	4	27	11	214	147	1,406	923	14	15	153	170	...	...	...	...	XVII.
1	4	7	20	332	281	2,635	2,124	4	25	46	239	...	...	...	...	XVIII.
7	10	32	48	212	207	477	495	45	107	427	461	...	...	...	...	XIX.
67	74	354	443	120	152	875	919	372	386	4,297	5,022	...	...	...	...	XX.
...	2	3	8	47	25	212	114	95	63	653	517	...	...	...	...	XXI.
300	517	843	2,082	1,367	3,181	7,538	16,065	1,594	1,470	10,191	9,827	...	154	...	913	XXII.
59	83	201	267	194	454	981	2,662	2,240	2,381	17,953	20,718	...	...	...	...	XXIII.
...	...	...	...	16	5	429	150	1	7	45	69	...	...	...	...	XXIV.
5	11	19	56	52	39	346	302	12	22	77	101	...	...	...	...	XXV.
120	204	658	866	275	288	1,269	1,362	3,731	3,927	27,006	27,845	...	1,242	...	5,062	XXVI.
1,837	2,825	3,280	5,405	14,776	15,636	72,184	73,101	1,706	2,475	6,659	9,900	...	...	...	...	XXVII.
1	5	9	22	3	4	26	30	...	...	...	...	...	...	...	...	XXVIII.
971	717	1,123	1,197	42,243	39,679	2,54,943	2,44,798	3,804	2,409	17,950	11,127	...	...	...	...	XXIX.
10	5	61	16	5	4	64	51	45	40	402	564	...	...	...	...	XXX.
21	29	54	91	204	312	1,397	1,656	368	45	3,213	409	...	...	...	...	XXXI.
12,032	4,024	10,550	4,338	15	24	129	281	24,542	736	39,103	1,197	...	116	...	386	XXXII.
2,182	6,315	2,345	6,560	615	689	3,627	4,416	2,007	2,060	10,220	11,303	...	...	...	...	XXXIII.
76	199	363	902	2	21	17	56	43	66	322	601	...	2,332	...	15,699	XXXIV.
44	44	140	155	231	272	945	1,019	929	1,020	6,718	7,769	...	...	...	...	XXXV.
1,355	2,319	2,832	3,296	3,430	3,092	22,906	17,897	18,789	15,044	38,437	33,725	...	...	...	...	XXXVI.
358	305	1,815	1,579	23	32	194	294	55	38	522	376	...	...	...	...	XXXVII.
1,297	583	4,423	3,688	4,737	7,029	25,000	33,759	3,575	3,767	19,046	22,386	...	1,091	...	5,805	XXXVIII.
...	...	...	...	...	...	...	...	33	129	201	583	...	...	...	...	XXXIX.
...	...	...	...	...	...	...	...	5	10	24	101	...	...	...	...	XL.
109	150	656	633	92,310	82,270	23,437	27,253	386	1,340	1,074	16,264	...	47	...	118	XLI.
9	32	34	59	...	...	...	...	86	114	418	449	...	...	...	...	XLII.
46	47	119	131	...	...	...	...	2,445	3,105	17,628	21,437	...	...	...	...	XLIII.
1,235	2,114	1,294	4,331	...	...	...	...	1,078	560	3,813	1,911	...	115	...	380	XLIV.
9	9	18	14	...	...	...	...	599	22	407	28	...	...	...	...	XLV.
...	...	...	...	...	...	...	...	53,441	64,802	88,807	1,09,421	...	...	...	...	XLVI.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XLVII.
34,806	60,661	49,429	84,625	298,561	283,163	11,01,394	11,72,596	2,59,676	234,655	7,89,319	8,15,631	*	5,654	*	30,909	Total.

Account prepared for previous year. Line only opened on 15th December 1884.

Statement showing the quantities of the principal articles of merchandise, &c., carried, and receipts

GUARANTEED

Classification Number.	ARTICLES.	MADRAS.				SOUTH INDIAN.				GREAT INDIAN PENINSULA.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.
I.	Animals, living (for sale) No.	...	...	...	...	5,150	3,709	6,000	4,423	...	...	...	...
II.	Borax	...	...	...	...	...	...	...	...	...	...	...	...
III.	Canes and Rattans ...	...	...	...	...	...	...	...	...	...	...	...	...
IV.	Cauutchouc	...	...	...	...	...	...	...	...	...	...	...	...
V.	Chinese and Japanese ware ...	...	...	...	...	...	...	...	...	...	...	...	...
VI.	Coal and Coke	1,787	2,479	7,611	10,942	...	...	...	...	62,840	51,625	1,50,371	1,51,049
VII.	Cotton, Raw	32,918	21,984	4,38,491	3,01,51[illegible]	9,028	8,404	48,590	43,758	101,272	78,672	20,58,848	23,45,434
VIII.	Cotton, Manufactured	...	...	...	...	11,504	11,819	1,53,795	1,62,736	33,122	41,144	11,57,519	14,40,331
IX.	Drugs and Medicines	1,685	1,440	15,635	22,217	...	...	...	...	250	455	12,168	19,536
X.	Dyeing Materials	19,981	22,033	1,71,092	2,05,599	4,432	6,478	26,300	35,208	9,019	9,871	1,63,803	1,85,23[illegible]
XI.	Earthenware and Porcelain ...	...	...	...	...	41	119	169	223	...	...	...	...
XII.	Fibrous Products	6,113	5,540	47,415	42,733	...	...	...	...	17,585	19,098	3,34,364	3,40,799
XIII.	Fruits and Nuts	...	...	...	...	17,856	19,009	1,01,520	1,05,850	55,466	60,459	10,49,829	11,19,491
XIV.	Grains and Pulses ...	174,726	108,097	7,03,504	7,60,500	131,092	121,735	2,81,023	2,77,[illegible]	558,007	662,223	75,05,227	90,07,97[illegible]
XV.	Gums and Resins	...	...	...	...	...	...	...	...	10,073	11,000	2,29,259	2,72,89[illegible]
XVI.	Hides and Skins	15,528	18,423	1,98,859	2,57,131	5,030	5,442	44,708	48,19[illegible]	14,064	16,091	2,92,821	3,67,814
XVII.	Horns	217	185	2,238	1,650	...	...	...	...	...	...	...	...
XVIII.	Lac	141	104	1,020	925	...	...	...	...	...	...	...	...
XIX.	Leather	1,154	205	17,953	2,786	...	...	...	...	...	...	...	...
XX.	Liquors	4,523	5,631	53,030	50,792	1,955	2,153	18,057	15,917	2,911	3,727	72,610	88,076
XXI.	Mats	...	...	...	...	399	481	4,745	5,712	...	...	...	...
XXII.	Metals and Manufactures of ...	21,802	16,420	2,65,051	1,74,983	8,021	9,054	55,619	61,209	77,437	84,736	13,78,923	14,66,282
XXIII.	Oils	9,828	10,605	63,197	64,042	7,080	8,321	41,791	47,863	21,108	22,739	3,92,560	4,15,172
XXIV.	Opium	...	2	3	116	...	...	...	...	718	1,266	46,232	83,447
XXV.	Paints and Colors	...	...	...	...	...	...	...	...	...	...	...	...
XXVI.	Provisions	63,637	60,708	4,10,930	4,29,808	17,208	19,793	99,300	1,10,502	4,998	5,954	1,24,910	1,45,963
XXVII.	Salt	33,100	67,060	4,09,688	4,64,011	43,079	59,401	1,27,889	1,50,917	107,801	113,103	13,87,011	14,43,411
XXVIII.	Saltpetre, &c.	288	311	3,084	3,077	...	...	...	...	...	...	...	...
XXIX.	Seeds	...	...	...	...	57,739	80,359	1,69,129	1,59,697	314,535	344,633	45,07,902	40,22,725
XXX.	Silk	76	121	1,912	2,208	...	...	...	...	179	265	7,210	8,962
XXXI.	Spices	2,586	2,500	20,501	17,415	849	851	6,504	5,82[illegible]	5,702	4,649	1,10,739	1,01,691
XXXII.	Stone and Marble	...	...	...	...	90,710	153,452	1,19,772	1,50,[illegible]	8,900	7,129	23,982	20,508
XXXIII.	Sugar	23,[illegible]	21,[illegible]	1,05,212	1,14,132	33,857	33,250	1,38,980	1,05,782	36,630	42,632	5,42,572	6,16,096
XXXIV.	Tea	276	295	6,984	7,833	4	17	43	12[illegible]	82	134	2,866	4,763
XXXV.	Tobacco	8,709	9,046	55,817	59,[illegible]	2,745	3,462	22,335	22,91[illegible]	4,770	5,332	64,769	79,214
XXXVI.	Wood	61,926	55,314	2,20,683	2,20,945	12,807	22,803	37,973	48,244	91,716	79,184	2,83,050	2,62,797
XXXVII.	Wool	671	653	7,476	7,573	...	...	...	...	693	736	14,003	17,760
XXXVIII.	All other articles of Merchandise ...	90,083	1,11,312	4,52,469	7,20,59[illegible]	39,113	29,924	1,94,789	1,84,57[illegible]	63,093	84,973	9,47,545	11,82,689
XXXIX.	Bark (Tanning)	...	...	...	...	...	...	...	...	...	...	...	...
XL.	Coffee	6,740	6,937	58,827	59,662	...	...	...	...	138	113	3,530	2,567
XLI.	Government Stores	2,093	2,841	65,000	71,000	...	...	...	...	6,738	9,291	1,51,363	2,24,136
XLII.	Manures	4,516	3,697	10,145	11,650	...	...	...	...	...	...	...	...
XLIII.	Vegetables	...	...	...	...	...	...	...	...	20,227	19,909	1,94,997	1,97,960
XLIV.	Chunam and Lime	...	...	...	...	...	...	...	...	1,002	1,217	12,180	14,557
XLV.	Hay and Straw and Grass, &c. ...	...	...	...	...	...	...	...	...	5,803	8,683	25,570	45,140
XLVI.	Railway Materials	...	...	...	...	...	...	...	...	...	...	...	...
XLVII.	Revenue Stores	...	...	...	...	...	...	...	...	...	...	...	...
	Total ...	577,921	640,466	38,17,583	41,29,856	509,831	584,467	17,86,656	18,28,932	1,633,968	1,791,45[illegible]	1,42,51,049	2,66,71,40[illegible]

therefrom on the several Railways for 1885, as compared with the similar results for 1884—contd.

COMPANIES.																				Classification Number.
														ASSISTED COMPANIES.						
BOMBAY, BARODA AND CENTRAL INDIA.				OUDH AND ROHILKHAND.				SIND, PUNJAB AND DELHI.				BENGAL AND NORTH WESTERN.								
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.						
1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.					
301,731	340,799	...	...	79	141	345	615	2,655	19,161	10,446	47,62	...	73	...	29					I.
...	...	...	...	982	1,002	12,982	12,970	337	264	2,073	2,51	...	5	...	62					II.
...	...	...	...	24	23	154	152	719	1,041	3,981	6,48	1	1	10	4					III.
...	...	...	...	...	...	...	...	9	8	57	76	...	...	...	...					IV.
...	...	...	...	11	6	135	83	50	73	1,146	1,33	...	5	...	69					V.
20,037	38,379	...	...	5,557	6,287	11,401	11,683	17,603	34,910	89,75	1,21,18	307	16,201	522	24,187					VI.
112,983	86,389	...	...	8,830	7,920	1,01,132	80,370	9,385	14,581	1,01,320	1,34,04	1	84	5	1,027					VII.
23,579	27,277	...	...	8,926	10,675	86,763	99,893	23,483	25,729	3,37,531	3,53,90	211	4,137	1,398	29,693					VIII.
...	...	...	...	1,365	1,332	9,390	9,270	4,012	4,676	54,815	61,30	72	215	542	7,278					IX.
...	...	...	...	2,771	3,004	23,059	24,028	7,328	6,877	1,00,067	91,25	5	747	28	5,400					X.
...	...	...	...	93	80	988	725	334	340	4,788	480	7	6	57	46					XI.
5,892	6,880	...	...	9,321	11,184	47,179	51,759	15,093	18,273	1,16,370	1,14,81	27	1,373	116	8,960					XII.
39,930	38,737	...	...	2,405	2,495	24,190	23,352	16,483	14,941	1,77,998	1,61,89	122	351	387	2,345					XIII.
139,000	268,102	...	...	227,748	297,940	8,19,919	9,16,693	4,35,114	6,70,477	24,25,617	33,97,84	138	42,328	449	1,77,136					XIV.
...	...	...	...	201	142	1,181	931	599	842	5,652	10,0	2	51	13	616					XV.
3,876	3,328	...	...	5,189	6,421	25,445	30,30	6,133	8,141	61,456	85,82	112	824	693	5,962					XVI.
...	...	...	...	240	402	2,025	1,95	283	141	3,491	1,51	7	24	52	231					XVII.
...	...	...	...	271	207	981	681	398	355	4,521	4,29	6	154	23	29					XVIII.
...	...	...	...	399	412	3,103	3,10	1,149	1,611	19,029	24,7	...	...	...	...					XIX.
2,050	3,110	...	...	2,334	2,203	20,499	23,725	7,897	9,246	82,100	91,95	20	103	137	1,41					XX.
...	...	...	...	97	103	479	1,39	222	263	1,801	1,85	...	...	...	...					XXI.
26,176	30,200	...	...	18,009	13,606	1,21,563	89,95	25,515	30,537	2,28,302	2,81,54	150	1,387	948	6,68					XXII.
5,922	5,124	...	...	1,353	1,538	8,89	10,82	4,418	5,021	50,08	57,90	6	117	52	60					XXIII.
532	40	...	...	1,211	1,307	30,228	32,63	9	6	61	9	1	484	2	9,25					XXIV.
...	...	...	...	159	201	1,748	1,612	592	524	9,013	7,56	5	7	29	69					XXV.
3,627	2,009	...	...	2,199	3,425	17,282	20,830	4,189	4,296	44,448	45,17	22	296	93	1,000					XXVI.
93,363	140,94	...	...	60,435	69,586	1,70,227	1,98,331	46,669	49,286	1,97,479	2,14,70	480	4,603	1,738	13,267					XXVII.
...	...	...	...	744	934	1,859	2,601	1,683	1,274	16,378	14,35	...	53	...	1,97					XXVIII.
1,18,451	158,271	...	...	60,191	53,345	2,01,697	1,80,45	129,484	81,308	7,26,743	4,60,55	269	27,289	858	1,22,19					XXIX.
49	174	...	...	45	6	503	61	322	261	5,610	5,40	...	1	...	9					XXX.
...	...	...	...	1,826	1,491	10,844	9,076	5,893	5,700	59,750	63,63	4	276	30	2,13					XXXI.
22,209	16,722	...	...	18,971	10,864	31,811	24,571	8,928	6,417	36,263	45,12	11	879	26	3,35					XXXII.
36,869	40,377	...	...	68,630	72,611	2,72,39	3,27,72	80,020	84,324	5,22,014	5,22,71	60	4,89	242	33,00					XXXIII.
442	356	...	...	341	421	4,216	4,57	2,193	2,45	31,972	33,04	1	5	3	38					XXXIV.
17,223	15,548	...	...	3,956	1,987	14,985	8,95	2,057	2,255	24,207	25,13	22	20	1 61	2,37					XXXV.
59,087	60,020	...	...	29,191	34,849	80,949	84,80	45,112	60,446	1,19,223	1,45,51	99	271	303	1,58					XXXVI.
3,050	4,928	...	...	137	171	1,541	1,6	9,676	9,573	1,16,101	1,01,51	1	26	5	37					XXXVII.
75,151	64,302	...	...	16,038	19,761	1,19,80	1,72,41	149,852	222,553	5,34,093	10,05,82	874	40,394	1,028	68,17					XXXVII.
...	...	...	...	50	...	53	...	...	...	...	...	...	...	...	...					XXXIX.
...	...	...	...	20	13	37	10	...	...	...	...	...	...	...	...					XL.
1,257	1,507	...	...	1,884	2,347	11,281	10,04	11,471	25,282	2,20,601	4,91,24	...	22	...	40					XLI.
...	...	...	...	309	388	1,250	80	251	230	924	71	...	...	...	...					XLII.
...	...	...	...	4,113	3,984	14,342	20,09	3,749	4,403	27,807	26,66	...	...	...	...					XLIII.
3,498	4,270	...	...	949	1,017	2,397	2,42	20,757	30,343	38,872	53,07	...	...	...	...					XLIV.
21,112	27,380	...	...	722	254	3,670	1,40	1,077	812	8,337	3,86	...	...	...	...					XLV.
...	...	...	...	...	...	...	...	...	...	...	...	21,13	6,302	20,270	14,70					XLVI.
...	...	...	...	...	...	...	...	...	...	...	...	20	742	222	2,057					XLVII.
835,094	1,053,736	...	...	564,513	638,162	23,13,878	24,64,074	1,097,893	1,389,073	66,80,816	82,20,79	24,674	154,840	30,667	5,76,603					Total

Statement showing the quantities of the principal articles of merchandise, &c., carried, and the receipts

Classification Number.	ARTICLES.	ASSISTED COMPANIES—*concld.*													
		Rohilkhand-Kumaun.				Assam.				His Highness the Nizam's.				His Highness	
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.	
		1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885 Rs.	1884. Tons.	1885. Tons.
I.	Animals, living (for sale) No.	...	11	...	189	128	123	108	150	...	...	...	9,937	8	6
II.	Borax	...	69	...	387	...	...	...	...	...	...	1,314	...	...	...
III.	Canes and Rattans	...	1	...	7	53	98	389	327	...	...	...	...	...	...
IV.	Canutchouc	...	...	...	...	49	62	686	826	...	...	...	...	...	...
V.	Chinese and Japanese ware ...	2	6	4	60	...	...	...	...	...	...	...	...	...	...
VI.	Coal and Coke	...	...	...	...	19,597	36,816	66,186	98,564	392	200	1,019	937	...	1
VII.	Cotton, Raw	...	1	...	4	1	...	5	1	160	240	1,122	1,238	2,504	1,970
VIII.	Cotton, Manufactured	1	5	9	54	...	14	...	304	1,270	2,833	17,823	42,573	200	225
IX.	Drugs and Medicines	1	16	7	136	11	7	183	114	403	438	3,847	4,227	...	...
X.	Dyeing Materials	...	3	3	21	...	...	...	...	309	378	2,352	2,424	...	...
XI.	Earthenware and Porcelain ...	...	...	...	2	22	7	141	80	376	430	5,110	5,920	...	...
XII.	Fibrous Products	...	2	...	10	60	48	922	639	836	868	5,780	6,286	237	200
XIII.	Fruits and Nuts	3	21	25	133	12	25	154	287	2,453	3,039	21,748	27,508	563	567
XIV.	Grain and Pulses	144	5,368	360	6,737	3,935	4,923	27,030	34,506	25,020	17,815	1,19,338	83,672	3,848	4,796
XV.	Gums and Resins	...	...	...	1	7	10	61	87	81	82	705	803	...	...
XVI.	Hides and Skins	1	37	5	109	...	1	3	10	623	703	4,009	4,561	22	16
XVII.	Horns	...	1	...	6	...	...	...	...					...	...
XVIII.	Lac	...	...	...	...	...	...	1	...	15	7	109	63	...	...
XIX.	Leather	2	6	7	36	...	1	6	3	754	693	7,798	7,242	...	...
XX.	Liquors	5	638	45	2,829	95	88	1,710	1,544	300	594	5,908	7,825	6	5
XXI.	Mats	...	3	1	27	3	1	13	9	...	...	...	...	...	...
XXII.	Metals and Manufactures of ...	5	27	48	233	1,194	788	9,362	8,324	2,670	4,700	19,921	32,937	297	267
XXIII.	Oils	8	36	82	307	64	98	1,165	1,928	804	889	6,946	6,884	33	44
XXIV.	Opium	...	...	...	...	...	...	2	...	3	...	50	4	...	...
XXV.	Paints and Colors	...	3	...	31	...	...	...	...	93	87	978	936	...	...
XXVI.	Provisions	...	9	...	98	501	675	6,375	7,682	542	605	5,743	6,531	47	26
XXVII.	Salt	112	865	451	3,091	84	124	606	941	18,270	19,332	74,057	78,182	1,973	1,922
XXVIII.	Saltpetre, &c.	...	...	...	4	...	...	...	...	...	...	...	...	...	...
XXIX.	Seeds	25	937	103	1,941	61	81	638	598	29,817	19,831	84,868	82,932	3,331	2,150
XXX.	Silk	...	...	...	1	...	...	...	...	9	19	247	459	...	...
XXXI.	Spices	2	2	15	109	...	...	...	...	1,033	1,530	6,937	9,378	253	217
XXXII.	Stone and Marble	4	6,595	11	4,824	...	143	...	151	1,370	1,270	6,934	6,840	1,767	2,023
XXXIII.	Sugar	9	293	37	796	...	...	...	...	1,529	1,368	8,804	9,750	658	719
XXXIV.	Tea	1	51	10	208	2,970	3,383	33,370	39,183	20	24	289	339	...	...
XXXV.	Tobacco	4	20	42	106	...	...	...	...	327	453	2,937	3,971	19	39
XXXVI.	Wood	2	1,231	4	1,707	753	498	3,194	1,984	10,101	8,280	26,788	24,840	3,007	2,053
XXXVII.	Wool	...	20	2	196	...	...	...	...	97	127	1,067	1,588	7	3
XXXVIII.	All other Articles of Merchandise ...	302	40,015	1,691	48,130	928	350	3,933	2,625	2,275	2,699	29,570	39,056	8,921	11,437
XXXIX.	Bark (Tanning)	...	1	2	12	...	...	...	...	...	...	...	...	...	...
XL.	Coffee	...	1	...	19	...	...	...	...	...	...	...	...	...	...
XLI.	Government Stores	...	14	3	88	...	...	...	...	1,218	1,809	13,464	23,377	...	...
XLII.	Manures	...	1	...	2	...	...	...	...	...	...	...	...	...	...
XLIII.	Vegetables	60	328	376	1,259	...	...	...	...	771	693	5,393	4,929	...	...
XLIV.	Chunam and Lime	1	14	2	31	...	...	...	...	...	...	...	...	99	313
XLV.	Hay and Straw and Grass, &c. ...	...	...	...	...	...	148	...	1,228	...	93	...	29	...	4
XLVI.	Railway Materials	...	...	...	...	...	...	...	...	66,685	44,419	21,171	1,43,22	...	...
XLVII.	Revenue Stores	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Total ...	*784	56,598	*3,375	73,957	39,400	48,387	1,55,867	1,92,909	161,539	136,701	5,10,502	6,62,703	27,942	29,932

Line opened for traffic on the 12th October 1884, the figures in these columns are therefore for only 81 days of 1884.

therefrom on the several Railways for 1885, as compared with the similar results for 1884—concld.

NATIVE STATES.																		
THE GAEKWAR'S.		BHAVNAGAR-GONDAL.				MYSORE.				JODHPORE.				RAJPURA-PATIALA.				
Receipts.		Quantity		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Classification Number.
1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	
29	17	...	...	292	329	25	1,320	195	1,105	...	8	...	31	3	200	3	242	I.
...	...	1	2	8	22	...	...	...	...	...	...	...	...	1	2	1	2	II.
...	...	...	...	...	...	...	...	2	...	11	28	30	180	40	131	40	133	III.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	IV.
...	...	10	12	153	210	...	...	...	...	...	...	...	...	...	...	...	...	V.
1	1	4,739	3,375	3,188	3,724	...	...	...	...	12	6	60	22	90	868	133	688	VI.
3,041	3,052	35,894	19,34	2,89,499	1,67,057	12	19	38	80	172	265	599	1,083	...	2	...	2	VII.
733	623	1,292	1,253	12,454	11,480	1,106	1,373	6,031	7,257	723	899	2,055	3,415	20	320	4	611	VIII.
...	...	91	60	684	624	48	81	240	521	43	37	146	186	7	80	11	128	IX.
...	...	490	540	3,933	3,907	170	155	679	526	308	410	1,002	1,530	13	111	23	173	X.
...	...	2	4	20	40	18	24	60	80	...	...	...	...	...	15	...	20	XI.
472	440	1,357	1,164	8,135	7,170	...	...	...	...	111	148	290	677	7	208	11	290	XII.
1,461	1,480	1,706	1,459	11,370	8,701	1,602	1,308	6,771	5,752	611	664	1,678	2,210	17	70	29	121	XIII.
5,837	7,481	17,854	12,886	72,225	40,630	7,468	15,427	16,307	38,287	257	1,708	622	6,257	413	10,573	387	7,021	XIV.
...	...	40	33	303	312	18	3	93	19	51	23	187	93	1	13	2	21	XV.
63	47	230	237	1,922	1,974	813	1,030	2,861	3,591	165	166	421	773	2	19	4	23	XVI.
...	...	10	7	90	80	...	...	...	...	...	1	...	2	...	1	...	2	XVII.
...	...	8	14	80	114	6	5	23	18	6	4	17	28	...	4	...	5	XVIII.
...	...	...	...	...	...	98	120	299	402	11	32	51	180	...	30	1	81	XIX.
16	15	24	46	273	455	254	280	1,663	1,539	7	23	84	209	1	55	4	55	XX.
...	...	...	...	...	...	145	44	220	170	...	...	...	...	...	...	...	...	XXI.
678	685	1,770	3,09	14,120	20,014	1,172	1,370	5,168	5,995	640	904	1,910	4,078	12	501	20	697	XXII.
93	117	1,310	891	9,130	5,627	290	391	1,456	1,923	24	46	64	263	3	30	3	93	XXIII.
...	...	7	8	130	152	...	...	...	...	69	60	209	29	...	...	...	...	XXIV.
...	...	53	32	532	351	...	...	...	...	6	5	24	37	...	3	...	7	XXV.
131	78	402	43	3,409	2,078	...	...	...	...	21	62	87	331	1	24	4	28	XXVI.
3,004	3,052	2,152	2,530	4,745	6,122	2,030	3,139	5,221	8,799	157	459	316	1,135	43	782	35	603	XXVII.
...	...	16	13	129	125	...	...	...	...	58	109	129	358	...	117	...	93	XXVIII.
5,007	3,410	4,941	7,000	23,382	32,494	3,804	3,152	9,805	8,164	69	1,111	129	3,558	18	3,070	12	2,054	XXIX.
...	...	2	1	32	12	32	51	150	209	...	1	...	6	...	5	...	12	XXX.
688	545	128	153	944	1,297	52	97	243	310	21	20	70	171	12	270	13	277	XXXI.
3,300	2,556	1,527	2,361	2,802	3,639	1,291	616	2,305	1,530	3	138	10	378	42	378	30	250	XXXII.
1,167	1,322	1,924	3,229	10,492	16,995	570	575	2,149	1,986	4,879	4,983	10,270	14,327	82	1,409	57	1,330	XXXIII.
1	...	6	4	50	40	...	...	...	...	...	...	...	2	...	1	...	1	XXXIV.
50	77	494	392	3,031	2,466	231	522	661	1,573	462	535	1,201	2,564	...	6	...	8	XXXV.
6,060	6,788	40,751	13,638	60,851	84,078	3,451	5,281	2,072	5,772	250	325	591	2,022	68	523	51	473	XXXVI.
18	11	161	178	1,667	1,328	64	57	307	261	823	907	2,459	3,841	9	61	19	110	XXXVII.
20,522	24,038	1,748	2,891	17,721	20,452	9,413	11,944	27,805	37,842	387	6,276	1,411	14,771	19	330	57	668	XXXVIII.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XXXIX.
...	...	...	...	...	...	643	778	2,713	3,266	...	...	...	...	...	...	...	...	XL.
...	...	...	...	...	...	2	...	30	...	...	...	...	...	...	16	...	16	XLI.
...	...	...	...	...	...	31	90	69	145	...	...	...	...	...	...	...	...	XLII.
...	...	...	...	...	...	718	540	2,991	2,347	...	...	...	...	7	50	6	48	XLIII.
476	495	...	...	...	...	...	...	...	...	...	...	...	...	63	1,320	37	487	XLIV.
...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XLV
...	...	...	...	...	...	1,893	3,670	20,023	14,930	12,542	4,363	6,456	2,957	...	...	...	...	XLVI.
...	...	...	...	...	...	3,374	3,280	5,940	4,410	234	1	74	1	...	...	...	...	XLVII.
54,104	57,123	91,223	78,238	5,64,127	4,56,119	41,103	65,519	1,27,075	1,57,655	23,309	24,812	32,702	68,45	988	21,535	1,068	16,574	Total.

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RAILWAYS IN INDIA.

ADMINISTRATION REPORT.

PART I.

1886-87.

CHAPTER I.

LINES OPEN AND UNDER CONSTRUCTION.

DURING 1886-87, 1,025½ miles of railway were completed and opened for traffic, making on the 31st March 1887 a total of 13,390¼ miles open for public traffic in India. On the same date the total sanctioned mileage open and under construction was 16,596 miles, or an increase over that on the same date in 1886 of 452¾ miles. The more important additions to open mileage have been the sections—

Open mileage.

Hubli to Harihar, 79 miles,	Dharwar to Deuli, 56 miles,
Poona to Koregaon, 83¼ miles,	Londa to Belgaum, 33 miles,

on the Southern Mahratta Railway, amounting in the aggregate to 251¼ miles; 42 miles of the Indian Midland from Cawnpore to Chaunrah; 81½ miles on the Quetta loop line of the Sind-Pishin Section of the North-Western Railway from Pir-Chowki to Quetta; 74 miles on the main line of the Sind-Pishin Section from Sibi to Sharigh; 120 miles on the Sind-Sagar Section of the North-Western Railway from the Chenab bank to Bhakkur; 55½ miles on the Lucknow-Sitapur-Sihrámau Railway from Lucknow to Sitapur; 73¼ miles on the Bengal and North-Western Railway, of which 39½ miles are between Gorakhpur and Uska Bazar and 33¾ between Bahraich and Naipálganj; 87 miles of His Highness the Nizam's Railway from Secunderabad to Warangal; 59¾ miles on the Jodhpore State Railway from Luni to Pachbadra, and 41 miles of the West of India Portuguese Railway from Mormugáo to Sonauli.

2. During the year sanction has been given for the construction of additional mileage to the extent of 449¾ miles, of which the more important sections are 225 miles of the Toungoo-Mandalay extension of the Burma Railway, 124 miles in the Mysore State, and 67 miles in Kathiawar from Junagarh to Verawal.

Extensions of line.

3. The tables on the following pages give a complete list of the additions to open mileage in 1886-87, and show in detail the lengths of line sanctioned and open for traffic at the end of March 1887:—

Additions to open mileage from 1st April 1886 to 31st March 1887.

Railway and Section.	Length in miles.	Date of opening.	Remarks.
STATE IMPERIAL.			
EAST INDIAN—			
Hooghly Bridge and approaches	4	15th March 1887...	Passenger traffic.
SOUTHERN MAHRATTA—			
Hubli to Harihar (Southern Extension) ...	79	18th October 1886	Passenger and Goods traffic.
Poona to Koregaon (West Deccan line) ...	83¼	18th November 1886	
Dharwar to Deuli (South Deccan line) ...	56	24th January 1887	
Londa to Belgaum (West Deccan line) ...	33	21st March 1887 ...	
INDIAN MIDLAND—			
Cawnpore to Chaunrah ...	42	1st April 1886 ...	
NORTH-WESTERN—			
Pir Chowki to Quetta (Sind-Pishin Section, Quetta loop line) ...	81½	20th March 1887...	Goods traffic.
Sibi to Sharigh (Sind-Pishin Section, main line) ...	74	Ditto ...	
SIND-SAGAR, WESTERN SECTION—			
Chenab, West Bank, to Bhakkur	120	22nd January 1887	Passenger and Goods traffic.
BILASPUR-ETÁWA—			
Katni to Umaria	37	2nd November 1886	
Total State Imperial ...	609¾		
STATE PROVINCIAL.			
TIRHOOT—			
Jhanjharpur to Ghangreria ...	13	8th April 1886 ...	Goods traffic.
		6th May 1886 ...	Passenger traffic.
Ghangreria to Nirmala ...	7	8th April 1886 ...	Goods traffic.
		1st November 1886	Passenger traffic.
LUCKNOW-SITAPUR-SITHRÁMAU—			
Lucknow to Sitapur	55½	16th November 1886	Passenger and Goods traffic.
CHHERRA-COMPANYGANJ—			
Companyganj to Thariághát ...	7½	16th June 1886 ...	
Total State Provincial ...	83		
Carried over ...	692¾		

Additions to open mileage from 1st April 1886 to 31st March 1887—concld.

Railway and Section.	Length in miles.	Date of opening.	Remarks.
Brought over ...	692¾		
GUARANTEED COMPANIES.			
OUDH AND ROHILKHAND—			
Ranapáli Junction to Ajodhya Ghát	3¼	15th November 1886	Passenger and Goods traffic.
Jawálapur to Hardwar ...	3½	20th August 1886	
Total Guaranteed ...	6¾		
ASSISTED COMPANIES.			
DARJEELING-HIMALAYAN—			
Darjeeling to end of cart-road opposite Government School	¼	16th June 1886 ...	
BENGAL AND NORTH-WESTERN—			Passenger and Goods traffic.
Gorakhpur to Uska Bazar (temporary station)	38½	15th December 1886	
Bahraich to Naipálganj ...	33¾	Ditto ...	
Uska Bazar (temporary station) to Uska Bazar (permanent station)	1	1st March 1887 ...	
Total Assisted ...	73½		
OTHER COMPANIES.			
WEST OF INDIA PORTUGUESE—			
Mormugáo to Sonauli (temporary station)	41	17th January 1887	
Total Other Companies ...	41		
NATIVE STATES.			
H. H. THE NIZAM'S—			
Secunderabad to Warangal ...	87	5th April 1886 ...	Passenger and Goods traffic.
H. H. THE GAEKWAR'S MEHSÁNA-WADNAGAR—			
Mehsána to Wadnagar ...	21	21st March 1887 ...	
JODHPORE—			
Luni to Pachbadra	59¾	23rd March 1887...	
WADHWÁN-MORVI—			
Dhulia to Thán	11¼	20th November 1886	
Thán to Wánkáner	16	Ditto ...	
Wánkáner to Morvi	16½	15th March 1887 ...	
Total Native States ...	211½		
GRAND TOTAL ...	1,025½		

Statement showing lengths of lines sanctioned and open for traffic on the 31st March 1887.

Railway.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1885-86.	Sanctioned during the year 1886-87.	Length of line sanctioned at the end of 1886-87.	Length opened during 1886-87.	Total length open on 31st March 1887.	Length laid with double line.	Length remaining to be finished.
STATE IMPERIAL.									
EAST INDIAN	15th Aug. 1854 ...	5′ 6″	1,518½	...	1,518½	4	1,518½	469½	...
RAJPUTANA-MALWA ...	14th Feb. 1873 ...	(a) 3′ 3½″	1,413½	...	(b) 1,414	...	1,414	1½	...
PÁTRI	12th May 1873 ...	5′ 6″	22½	...	22½	...	22½	...	...
SINDIA	10th Jan. 1878 ...	5′ 6″	74½	...	74½	...	74½	...	...
DHOND-MANMÁD	15th March 1878 ...	5′ 6″	145½	...	145½	...	145½	...	...
SOUTHERN MAHRATTA ...	24th March 1884 ...	3′ 3½″	718½	...	(c) 764½	251½	(d) 598½	...	166½
INDIAN MIDLAND	1st April 1886 ...	5′ 6″	610	...	(b) 606	42	42	...	564
Total in the hands of Companies	...	...	4,503½	...	4,546½	297½	3,816	470½	730½
NORTH-WESTERN	13th May 1861 ...	5′ 6″	1,791½	...	(e) 1,782½	...	(h) 2,058½	(b) 2½	...
Sind-Sagar (Western Section)	22nd Jan. 1887 ...	5′ 6″	338	...	(b) 341	(f)120	...	...	221
Sind-Pishin (Northern Section)	20th March 1887 ...	5′ 6″	215	8	(b) 222½	(f) 99	...	...	123½
Bolan (temporary) ...	20th March 1887 ...	5′ 6″ (g) 3′ 3½″	58	...	(b) 56½	(f) 56½	...	...	...
Ferozepore Bridge Works and approaches	...	5′ 6″	7½	...	7½	...	...	...	7½
EASTERN BENGAL	2nd Jan. 1862 ...	5′ 6″	234½	2½	237	...	234½	23½	2½
WARDHA COAL	1st Feb. 1874 ...	5′ 6″	46½	...	46½	...	46½	...	...
BENGAL CENTRAL	16th Oct. 1882 ...	5′ 6″	125½	...	(b) 125½	...	125½	...	...
BILASPUR-ETÁWA ...	2nd Nov. 1886 ...	5′ 6″	37	...	37	37	37	...	...
BELLARY-KISTNA	...	3′ 3½″	278	...	278	...	...	...	278
CUDDAPAH-NELLORE ...	...	3′ 3½″	83	...	83	...	...	...	83
NÁGPUR-BENGAL	...	5′ 6″	479½	...	479½	...	...	...	479½
TOUNGOO-MANDALAY EXTENSION, BURMA	...	3′ 3½″	...	225	225	...	...	...	225
Total in the hands of the State...	...	...	3,694½	235½	3,921	312½	2,501½	25½	1,419½
STATE PROVINCIAL.									
BENGAL—									
PATNA-GYA	21st April 1879 ...	5′ 6″	57	...	57	...	57	...	...
NORTH-WESTERN PROVINCES AND OUDH—									
CAWNPORE-ACHNERA ...	19th Oct. 1875 ...	3′ 3½″	253½	...	253½	...	253½	...	...
DILDÁRNAGAR-GHÁZIPUR ...	5th Oct. 1880 ...	5′ 6″	12	...	12	...	12	...	...
BAREILLY-PILIBHEET ...	12th Oct. 1884 ...	3 3½″	36	...	36	...	36	...	...
LUCKNOW-SITAPUR-SHERÁMAU	16th Nov. 1886 ...	3′ 3½″	124	...	124	55½	55½	...	68½
Total in the hands of Companies	...	...	482½	...	482½	55½	413½	...	68½

(a) Three miles 5′ 6″ gauge.
(b) Correction of mileage.
(c) Includes 14¼ miles—Ranibennur to Haribar—omitted from the previous statement, and the Bellary Branch (32 miles) of the Madras Railway, which has been transferred to the Southern-Mahratta Railway Company.
(d) Includes the Bellary Branch (32 miles) of the Madras Railway—see note (c).
(e) Reduction of mileage due to the abandonment of the old metre gauge line to Khewra.
(f) Transferred to North-Western Railway.
(g) Ghát Section, Hirokh to Kotal, 10 miles.
(h) Includes the open mileages of the Sind-Pishin (Northern Section), Sind-Sagar (Western Section), and Bolan Railways.

Statement showing lengths of lines sanctioned & open for traffic on the 31st March 1887—contd.

Railway.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1885-86.	Sanctioned during the year 1886-87.	Length of line sanctioned at the end of 1886-87.	Length opened during 1886-87.	Total length open on 31st March 1887.	Length laid with doubleline.	Length remaining to be finished.
STATE PROVINCIAL—*contd.*									
BENGAL—									
NALHÁTI	21st Dec. 1863 ...	4′ 0″	27¼	...	27¼	...	27¼	...	...
TIRHOOT	1st Nov. 1875 ...	3′ 3⅜″	273	...	(*a*) 273½	20	(*a*) 245½	...	28
NORTHERN BENGAL ...	28th Aug. 1877 ...	3′ 3⅜″	249	...	(*a*) 248½	...	(*a*) 248½	...	...
KAUNIA-DHARLLA ...	18th July 1881 ...	2′ 6″	37	...	(*a*) 35½	...	(*a*) 35½	...	...
DACCA	4th Jan. 1885 ...	3′ 3⅜″	85½	...	(*a*) 85½	...	(*a*) 85½	...	...
ASSAM-BEHAR	...	3′ 3⅜″	155½	...	155½	...	...	...	155½
PUNJAB—									
AMRITSAR-PATHÁNKOT ...	1st Jan. 1884 ...	5′ 6″	65	...	65	...	65	...	...
CENTRAL PROVINCES—									
NÁGPUR-CHHATTISGARH ...	6th April 1880 ...	3′ 3⅜″	149	...	149	...	149	...	...
BURMA—									
BURMA	2nd May 1877 ...	3′ 3⅜″	369	...	369	...	327	...	(*c*) 42
ASSAM—									
JORHÁT	15th Dec. 1884 ...	2′ 0″	31½	...	(*a*) 31½	...	29½	...	2½
CHERRA-COMPANYGANJ ...	16th June 1886 ...	2′ 6″	7½	...	(*b*) 15½	7½	7½	...	8
Total in the hands of the State ...	...	...	1,449½	...	1,456½	27½	1,221	...	235½
GUARANTEED COMPANIES.									
MADRAS—									
MADRAS	1st July 1856 ...	5′ 6″	869½	2½	(*c*) 840½	...	(*c*) 828½	42½	11½
SOUTH INDIAN	15th July 1861 ...	3′ 3⅜″	654½	...	654½	...	654½	...	...
BOMBAY—									
GREAT INDIAN PENINSULA ...	18th April 1853 ...	5′ 6″	1,288	...	1,288	...	1,288	(*a*) 324	...
BOMBAY, BARODA, AND CENTRAL INDIA.	10th Feb. 1860 ...	5′ 6″	438½	...	438½	...	438½	(*a*) 43½	...
NORTH-WESTERN PROVINCES AND OUDH—									
OUDH AND ROHILKHAND ...	23rd April 1867 ...	5′ 6″	742	...	(*a*) 735½	6½	686	...	49½
Total ...	...	...	3,992½	2½	3,956½	6½	3,895½	118½	61
ASSISTED COMPANIES.									
BENGAL—									
DARJEELING-HIMALAYAN ...	23rd Aug 1880 ...	2′ 0″	51	...	(*a*) 51½	½	51½	...	...
DROGHUR	23rd Dec. 1882 ...	3′ 3⅜″	4	...	4	...	4	...	...
BENGAL AND NORTH-WESTERN	2nd April 1884 ...	3′ 3⅜″	510½	...	(*a*) 510½	73½	376½	...	(*d*) 134
TARAKESHWAR... ...	1st January 1885...	5′ 6″	22	...	(*a*) 22½	...	22½	...	...
BURDWAN-KUTWA ...	...	2′ 6″	(*e*) 40	...	(*e*) 40	...	...	...	(*e*) 40
NORTH-WESTERN PROVINCES AND OUDH—									
ROHILKHAND-KUMAUN ...	12th Oct. 1884 ...	3′ 3⅜″	54½	...	54½	...	54½	...	...
BURMA—									
THATÔN-DUYINZÁIK ...	11th Feb. 1885 ...	2′ 6″	8	...	8	...	8	...	...
ASSAM—									
DIBRU-SADIYA	Oct. 1882 ...	3′ 3⅜″	77½	...	77½	...	77½	...	...
Total ...	...	...	767½	...	767½	73½	593¾	...	174

(*a*) Correction of mileage.
(*b*) Includes 8 miles of mountain inclines omitted from statement for last year.
(*c*) Bellary Branch (32 miles) transferred to the Southern Mahratta Railway.
(*d*) Proposed branch line, Gorakhpur to Ghazipur and Benares, under abeyance—*vide* clause 2 of Supplemental Contract with Bengal and North-Western Railway Company, dated 22nd February 1886.
(*e*) In abeyance.

Statement showing lengths of lines sanctioned & open for traffic on the 31st March 1887—concld.

Railway.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1885-86.	Sanctioned during the year 1886-87.	Length of line sanctioned at the end of 1886-87.	Length opened during 1886-87.	Total length open on 31st March 1887.	Length laid with double line.	Length remaining to be finished.
OTHER COMPANIES.									
MADRAS—									
PONDICHERRY	16th Dec. 1879 ...	3′ 3⅜″	7¾	...	7¾	...	7¾	...	...
BOMBAY—									
WEST OF INDIA PORTUGUESE.	17th Jan. 1887 ...	3′ 3⅜″	51	...	51	41	41	...	10
Total ...	...	...	58¾	...	58¾	41	48¾	...	10
NATIVE STATES.									
KHÁMGAON	4th March 1870 ...	5′ 6″	8	...	8	...	8	...	...
AMRÁOTI	16th Feb. 1871 ...	5′ 6″	6	...	6	...	6	...	...
HIS HIGHNESS THE GAEKWAR'S	8th April 1873 ...	2′ 6″	58¾	...	58¾	...	58¾	...	...
HIS HIGHNESS THE NIZAM'S ...	9th Oct. 1874 ...	5′ 6″	491	...	491	87	208	...	283
MYSORE	1st Feb. 1881 ...	3′ 3⅜″	173	124	297	...	140	...	157
BHOPAL-ITÁRSI ...	1st June 1882 ...	5′ 6″	57	...	57	...	57	...	...
HIS HIGHNESS THE GAEKWAR'S MEHSÁNA-WADNAGAR.	24th March 1887...	3′ 3⅜″	...	21	21	21	21	...	...
Total in the hands of Companies	...	...	793½	145	938½	108	498½	...	440
BHÁVNAGAR-GONDAL ...	20th Dec. 1880 ...	3′ 3⅜″	193	...	(a) 193¼	...	(a) 193¼	...	...
JODHPORE	24th June 1882 ...	3′ 3⅜″	123¾	...	123¾	59¾	123¾	...	...
RÁJPURA-PATÍÁLA	1st Nov. 1884 ...	5′ 6″	16	...	16	...	16	..	...
WADHWÁN-MORVI	11th March 1886...	2′ 6″	68	...	(a) 67¾	43¾	67½	...	...
JUNAGARH-VERÁWAL ...	... ...	3′ 3⅜″	...	67	67	...	...	...	67
Total in the hands of the State...	...	...	400½	67	467¾	103¼	400¾	...	67
STATE IMPERIAL—		SUMMARY.							
In the hands of Companies...	...	...	4,503½	...	4,546¼	297½	3,816	470¾	730¼
In the hands of the State ...	...	...	3,694¼	235¼	3,921	312¼	2,501¾	25½	1,419¼
STATE PROVINCIAL—									
In the hands of Companies...	...	...	482¼	...	482¼	55½	413¾	...	68½
In the hands of the State ...	...	...	1,449½	...	1,456¾	27½	1,221	...	235¾
GUARANTEED COMPANIES ...	...	...	3,992¾	2½	3,956¾	6¾	3,895½	118½	61
ASSISTED COMPANIES ...	...	...	767¾	...	767¾	73½	593¾	...	174
OTHER COMPANIES ...	...	...	58¾	...	58¾	41	48¾	...	10
NATIVE STATES—									
In the hands of Companies...	...	...	793½	145	938½	108	498½	...	440
In the hands of the State ...	...	...	400½	67	467¾	103¼	400¾	...	67
Total ...	...	...	16,143¼	449¾	(b) 16,596	1,025¼	13,390¼	614½	3,205¾

(a) Correction of mileage.

		Miles.
(b) Length sanctioned at the end of 1885-86		16,143¼
Add—		
Ranibennur-Harihar Section, Southern Mahratta Railway, omitted from Report for 1885-86 ...	14¼	
Length of mountain inclines, Cherra-Company-ganj Railway, omitted from Report for 1885-86	8	
Mileage sanctioned during 1886-87 ...	449¾	
		472
Deduct—		16,615¼
Old metre-gauge line to Khewra, Salt Branch, North-Western Railway, abandoned ...	9	
Difference due to minor corrections in mileage...	10¼	
		19¼
Net total length sanctioned at end of 1886-87		16,596

CHAPTER II.

WORKS IN PROGRESS.

1. In the last Administration Report mention was made of the large number of important bridges then under construction.

During the year the progress on these bridges was most satisfactory. The East Indian Railway bridge over the Hooghly, near Calcutta, and the Tirhoot Railway bridge over the Gunduck, were opened in February and March respectively.

Of the two bridges being built by the Oudh and Rohilkhand Railway Company over the Ganges, the one at Balawala is expected to be ready in May and the one at Benares in June.

The bridge over the Sutlej at Ferozepore is to be opened on the 30th April, and that over the River Jhelum, on the Sind-Sagar Railway, early in May.

The Indian Midland Railway bridge over the Jumna at Kalpi, it is hoped, will be ready about the beginning of June.

Owing to the non-arrival of the iron-work, work on the Indus bridge at Sukkur could not be recommenced till about the middle of December.

2. The following paragraphs briefly describe the chief works in progress on, or in connection with, the several lines enumerated in Chapter I :—

EAST INDIAN.

3. The bridge over the Hooghly near Calcutta and the branch line from Hooghly to Naihati were finished by the close of the year.

The bridge was opened by His Excellency the Viceroy on 21st February 1887 and named the "Jubilee Bridge."

The East Indian Railway has been granted running powers over the Eastern Bengal Railway between Naihati and Sealdah and Naihati and Chitpore. This arrangement is to come into force on the 1st of April 1887.

Barh Branch.

The Barh Branch of the Tirhoot State Railway, formerly worked by this Railway, has been dismantled owing to removal of the terminus of the Tirhoot State Railway from Barh to Mokameh Ghât.

Katni Junction.

The junction arrangements at Katni have been completed, and this junction between the East Indian and the Bilaspur-Etáwa Railways was opened for traffic on the 4th of November 1886.

Manikpur Junction.

Considerable progress has been made in the works at the Manikpur Junction, the bulk of which are being carried out by the Indian Midland Railway.

Cawnpore Junction arrangements.

At a meeting held at Allahabad on the 29th of March, to consider the junction arrangements at Cawnpore, a plan was accepted by the representatives of all the Railways interested. The work will be carried out as soon as the sanction of the Government of India and Board of Directors of the East Indian Railway has been obtained.

Moghal Sarai Junction.

The re-arrangement of the Moghal Sarai Junction has not yet been commenced. Plans and estimates amounting to Rs. 3,22,500 were prepared and were agreed to by the Agents of the East Indian and Oudh and Rohilkhand Railway Companies at a meeting held at Allahabad on the 29th of March. In view of the probable opening of the Benares bridge in July of the current year, the beginning of the works ought not to be delayed.

Jamalpur Water Works.

A scheme for supplying water to the staff and to the engines at the station of Jamalpur is in progress, and is expected to be finished during the present calendar year.

Barakar Extension.

A survey has been made for an extension of the Barakar Branch of the East Indian Railway across the Barakar river to a point 5 miles to the west. It is roughly estimated that the total cost of the line and bridge across the Barakar will not exceed 20 lakhs of rupees if only the surface rights of the land are acquired.

The Agent reports very favourably on the scheme and considers that the increase in traffic will amply repay the expenditure, but no decision has yet been arrived at with regard to the construction of the branch.

RAJPUTÁNA-MALWA.

4. Seventy-two miles of main line have been laid with the 50lbs. section of rail—two miles near Sendra Station and 70 between Phalera and Bandikui. The work of replacing the girders of Choral Bridge No. 3 on the Mhow Ghât has progressed; two spans have been successfully replaced, and the remaining one will be ready in May. At Ajmere the new station is in use. The mail trains are now all fitted with Winter's electrical apparatus; the communication between guard and driver is very easy and simple. The connection is tested at every engine-station.

The small extension from Mehsána to Wadnagar made by His Highness the Gaekwar has been completed and opened for traffic.

It has been proposed to extend this line from Visnagar to Vijapur, a distance of about 17 miles, and from Wadnagar to Kheralu, about 8 miles. The estimates, amounting to Rs. 4,80,527 and Rs. 2,50,330 respectively, are now under the consideration of the Darbar of the Baroda State.

SOUTHERN MAHRATTA.

5. The Southern extension, Hubli to Harihar, was opened in October 1886, and another section of the South Deccan, from Dharwar to Deuli at the top of the Ghât, was opened in January 1887. Forty-one miles of the West of India Portuguese Railway between Mormugáo and Sonauli having been opened on the 17th January 1887, goods and passengers can now be booked from any station on the Southern Mahratta Railway right through to Goa, the goods being carted from Deuli to Collem over the Tinai Ghât. On the West Deccan Railway the section Poona to Koregaon was opened in November 1886. The section Belgaum to Londa was opened for traffic on 21st March 1887, and the length between Koregaon and Miraj is reported as now ready for opening. When this is open, there will only remain a break between Miraj and Belgaum, which, it is expected, will be opened by the end of August 1887. Work on the Braganza Ghât is likely to be completed by the end of December 1887. The work of altering the gauge of the Bellary-Guntákul Branch, which has been transferred to the Southern Mahratta Railway, has been commenced and is being vigorously pressed.

Two alternative branches are proposed to connect Kolhapur with the West Deccan—one starting from Miraj, and the other crossing the Krishna river near Karad and running nearly parallel with the West Deccan. The work of survey and construction will be done by the Kolhapur State. The line from Harihar southwards to Gubbi has been located, and the commencement of construction operations has been conditionally sanctioned by the Government of India. On its completion there will be through communication between the Southern Mahratta and Mysore lines. The Mysore State Railway was taken over by the Southern Mahratta Railway Company on the 1st July 1886.

INDIAN MIDLAND.

6. The Indian Midland Railway consists of—

MAIN LINE—Bhopal to Cawnpore, 318 miles.			
BRANCHES	Jhansi to Gwaliot,	60¼	„
	Jhansi to Manikpur,	180¼	„
	Etáwa to Saugor	47¼	„
		606	„

The section from Cawnpore to Chaunrah, a distance of 42 miles, was opened for traffic on 1st April 1886, and has since been worked by the East Indian Railway Company.

The state of the work on the various sections is as follows:—

Main Line, Kalpi-Jhansi Section, 95 miles. From Chaunrah station to Orai the embankments and bridges have been built and the permanent-way laid chiefly without ballast. Between Orai and Jhansi the earthwork, bridges and culverts on about 25 miles are completed, while the earthwork is practically finished on the remaining portion and the masonry works are being actively carried on. The only bridge of importance on this length is that across the Betwa Canal, one span of 120 feet. This work is also in hand.

Main Line, Kalpi Bridge. The Kalpi Bridge consists of 10 spans of 250 feet, and on the 31st March the state of the works was as follows:—The masonry of the piers and abutments was practically complete. Six spans of bridgework had been erected, four of these completed with roadway, &c. The seventh span was about one-half finished, and staging was being erected for another span.

Main Line, Jhansi to Lalitpur. The cuttings on the length between Jhansi and Lalitpur are nearly finished and about three-quarters of the earthwork in the embankments are completed. The masonry of the Betwa Bridge, 9 spans of 150 feet, commenced last year, is about half finished, and satisfactory progress is being made with the masonry of all the other bridges. The collection of ballast is in hand and about 10 miles of bottom ballast has been stacked along the line.

Main Line, Lalitpur to Basoda. The heavy cuttings and embankments in the approaches to the Narain Bridge are making good progress. All other earthwork has been pushed on actively during the past working season and may be said to be nearly finished. The Bhima and Narain Bridges, 4 spans of 150 feet each, are progressing satisfactorily, and work at all the major bridges and at several minor ones is in active progress. A little ballast has been collected.

Main Line, Basoda to Bhopal. Rails are laid upon bottom ballast upon 18 miles of the line out of Bhopal. The four stagings for erecting the Betwa Bridge girders are ready, so that, when the rails reach the bridge, the girders will be rapidly put together. The earthwork of this length will probably be finished before June next. The foundations of the Newan Bridge, 8 spans of 60 feet, have been laid, and work is in active progress throughout the Division.

Jhansi-Gwalior Branch. Considerable progress has been made with the banks and cuttings generally on the Jhansi-Gwalior Branch, and especially with the excavation of the large cutting, about 60 feet deep, in the Antri Pass. Four piers of the Sind Bridge have been built to a height of 35 feet above the bed of the river, the masonry of the south abutment has been carried up about 10 feet, and the foundations of the remaining piers and north abutment are being opened out; several minor bridges and culverts have been completed and a considerable quantity of ballast has been collected along the line.

Jhansi-Manikpur Branch, Mau Division. The earthwork on the Mau Division on the Jhansi-Manikpur Branch is practically completed, the only remaining portion being the gaps at culverts and bridges, the approaches to the Dussan Bridge, and a piece of rock-cutting in the approach to the Betwa Bridge. The masonry of the Betwa Bridge (which consists of 13 spans of 150 feet and one span of 60 feet and with piers 90 feet above low water) has been actively pushed forward during the working season. Seven piers may be said to be finished, as the bed stones are now being fixed in the proper places. Three piers require about 8 feet and 2 piers about 12 feet more of masonry to complete them, while 28 feet masonry is required upon the east abutment. The Dussan Bridge also is well in hand, and it is expected that all the piers will be completed before the

rains set in. Of minor bridges and culverts a considerable number have been completed, and it may be said that the line to Mau Ranipur, a distance of 39 miles from Jhansi, with the exception of the Burwau Nala Bridge, is practically completed, while the whole of the remaining masonry is in hand. A large quantity of ballast has been collected along the line.

Jhansi-Manikpur Branch, Banda Division.

In the Banda Division of the Jhansi-Manikpur Branch also the earthwork is practically finished. Masonry is being executed at 76 culverts and minor bridges, and about one-fifth of the whole quantity has been completed. At the Ken Bridge the east abutment and 6 piers require 9½ feet more masonry to complete them, 2 piers require about 7 feet each: the two piers of the 250-feet span require 22 feet, 2 other piers require 18½ and 28¼ respectively, and the west abutment, 17 feet of masonry to finish them. This bridge will be finished before the rains. A considerable quantity of ballast has been collected.

Jhansi-Manikpur Branch, Kirwi Division.

The works on the Kirwi Division of the Jhansi-Manikpur Branch are heavy, and very little had been done to the heavy cuttings and banks before the Company took over the works. Good progress has been made during the past season, and the heavy banks of stone in the approach to the Manikpur station have been actively pushed forward. Considerable progress has been made with the culverts and the bridges, and it is hoped that platelaying on the length to Kirwi will be begun in June and completed in August, so that the girders for the large bridges between Banda and Kirwi may be led out in October and erected during next cold season. A considerable quantity of ballast has been collected.

Etawa-Saugor Branch.

A small survey party is at present engaged in improving the original alignment, and when staff is available the works on this length will be taken in hand.

Jhansi Station Division.

The site for the Jhansi station was determined in July 1886, and the necessary land has since been acquired. The desirability of acquiring the village of New Jhansi is now under discussion. The approaches to the Jhansi station and the necessary levelling operations for buildings are well in hand. The up and down platform walls have been built and are ready for copings. Quarters for officers, drivers, guards, &c., are under construction. The Sipri road bridge will be ready by July next. A start has also been made with the Pahooj dam, which is to store up water for supplying the engines and workshops at the railway-station. The reservoir is situated about 4 miles from Jhansi.

General.

Large quantities of permanent-way, bridge-work, and station-machinery have been received at Bhopal and Manikpur.

NORTH-WESTERN.

Conversion of gauge.

7. During the year the conversion to the standard gauge of the Sind-Sagar State Railway Eastern Section from Lala Musa to Bhera was completed, with the exception of a small amount of ballasting and a few minor works.

The additional works required at the Amritsar, Saharanpur, and Ráewind Junction stations were finished, as also two blocks of staff quarters at Khanpur and the Head Quarters office at Lahore. On the Sind-Pishin Section new crossing stations were finished at miles 52½, 67½, 84½, and 100.

The treble engine-shed at Khanpur was practically complete by the end of the year.

The new bridge of 10 spans of 40-feet girders at mile 223½ on the Indus Valley Section was progressing favourably.

Sukkur Bridge.

Work was again started on the large span of the Sukkur Bridge over the Rohri channel in August 1886. The staging at the south abutment at Haji Mote is ready, the anchor nearly completed, and the guys in progress. A siding has been laid in, on the Bhakkar side, for the reception of the iron-work as it arrives.

On this side the staging is completed and the bed-plates and fixed anchor half rivetted. The concrete for the anchorage is in progress.

The iron gates for the block-houses on the Sukkur side have been fixed, with the exception of seven which are being procured from England.

The approaches to the bridge at Sukkur and Rohri have been finished.

The following important works were commenced during the year and are still in progress :—

New works.

Additional flood openings between miles 193 and 212 in the Umballa district. These are half finished.

The improving of the gradients between Jhelum and Rawal Pindi, for which 10 lakhs was sanctioned for the year. The masonry was completed in all but two culverts in section No. 1 and had been commenced in section No. 2.

The extension of the line to Kiamari. Great progress has been made on the embankment along the edge of the harbour and on the timber bridges. The screw piles and girders for the China Creek bridge had arrived and the work of putting them into position will commence in April.

A general scheme for permanent training works for the numerous large bridges on this system is now under consideration, in order to prevent further expenditure on temporary works which have to be renewed year after year.

Training works.

EASTERN BENGAL.

8. The doubling of the line to Naihati was completed during the year and opened for traffic on 1st August 1886. The waiting-rooms and all arrangements for the convenience of the passengers on the down line were also made ready. The opening of the double line has much facilitated the working of the heavy traffic near Sealdah and enabled the trains to be run more quickly and regularly.

The junction arrangements at Naihati were also pushed on during the year and were sufficiently advanced to receive the East Indian Railway traffic on the opening of the Jubilee Bridge. The only works of any consequence remaining to be completed here at the end of the year were some staff quarters which are being rapidly pushed forward.

A project for very extensive alterations in the Chitpore yard and on the branch line leading to it was sanctioned during the year. The scheme previously authorized comprised the remodelling of the yard, the provision of additional godown accommodation, and the erection of an overbridge on the Barrackpore road. That now sanctioned includes an additional bridge over the Chitpore road and a low-level line in place of the existing one along the old canal spoil bank, marshalling sidings at Belgatchia, and four sidings for the accommodation of the Port Commissioners' trains at the east end of the Chitpore yard. One track of the low-level line was completed, except a portion of the earthwork near the junction with the main line, and the rails were laid. The sidings for the Port Commissioners were put in, and all the lines expected to be laid early in the current year. The overbridge was nearly finished as regards the arching, but the question of approaches is under reference to the Bengal Government.

The Kidderpore dock line, which was delayed for some time owing to want of funds, was practically completed so far as is considered at present necessary. Earthwork and bridging up to Tolley's Nullah were also finished for a double line, and a single line of rails was laid ready for traffic up to the nullah, the bridge across which is expected to be completed early in the next financial year. The Beliaghata road overbridge is nearly finished. The alterations at the Sealdah terminus and the remodelling of the sidings were completed during the year, and the interlocking apparatus was brought into working on 22nd August.

The alterations to the engine-shed at Narculdanga were completed and have proved sufficient to meet the present requirements of the line.

Operations at the workshops at Kánchrapára were pushed on, although some delay was caused for want of funds. The paint shop, boiler-house and erecting-shop were nearly finished, and the machine-shop and remodelling of the sidings were in hand.

Among the minor works of construction executed during the year the following are the more important:—New water-supply for the Kánchrapára workshops, pucca wells at Ramnagar and Kissengunge, alterations and additions to the sidings at Munshigunge, staff quarters for police at Sonarpur, Canning and Barrackpore, and the provision of new wrought-iron signals, where necessary, in place of defective wooden ones.

Owing to the river shoaling at Damukdia, it was found necessary to extend the line 2½ miles on the sandbank to a new ghât.

The contemplated extension of the Damukdia Branch to Rhyta has been abandoned: the only survey ordered is one for a diversion of the line from Rajbari to Gopalpore, a point near Furridpore; but it is questionable whether sufficient water can be obtained at this ghât all the year round to admit of the traffic being dealt with.

WARDHA COAL.

9. During the year the construction of a set of menials' quarters at Warora station and a recreation and reading room at Warora were undertaken: this latter will be available for both the Railway and the Colliery staff. At the end of the year both these buildings were in progress and probably will be completed early in 1887-88.

BENGAL CENTRAL.

10. This line continues to be worked by the Eastern Bengal State Railway under a special agreement, the Company maintaining the way and works.

During the year the bridge of 5 spans of 40 feet at mile 16 and that of 20 feet span at mile 19 from Ranaghât were completed and did good service during the late floods.

It has been decided to give extra flood openings as follows:—

2 spans of 20 feet at mile 14 from Ranaghât.
3 spans of 40 feet at mile 48 near Bongong.
10 spans of 30 feet at mile 55.

All these works have been started and are being pushed forward.

The two miles of the original line between miles 49 and 51 have been abandoned and the new alignment and works have been started.

No further advance has been made by the Company towards extending the line to Bhugwangola, nor towards constructing the siding from the Dum-Dum Cantonment Station to the Small Arms Ammunition Factory.

BILASPUR-ETÁWA.

11. The Railway, Katni to Umaria, was handed over to the Government of the Central Provinces on the 24th of October 1886, and opened for traffic on the 2nd November 1886. When taken over, a good deal of work in ballasting and lifting the road remained to be done, as also the completion of sidings and staff quarters in the Umaria station-yard.

SIND-SAGAR.

12. The works on this Railway during the year have been prosecuted with great vigour.

Earthwork is finished on the following Sections:—

A. Main Line.
B. Koreshi Branch.
C. Koondian-Mianwali.
D. Khewra Branch.

The Dera Ismail Khan Branch, which is a temporary fair-weather line, will be finished next season.

Nothing has been done on the Mianwali Isa-Kheyl Branch, as under recent orders the country is being further examined.

All the minor bridges and culverts, with a few exceptions, have been finished.

The major bridges are also practically complete.

The whole of the well-sinking of the Jhelum Bridge has been finished. The first span of girders was received in October 1886; 15 spans are erected and the sixteenth is at site.

An unfortunate accident occurred on the 17th December 1886 to the second span. The erection staging caught fire after both the main girders had been almost completed, and under the intense heat both buckled and fell over into the river. As they were rendered perfectly useless, new girders were ordered from England and are daily expected at Kurrachee.

The flood of 1886 showed that more extensive training works were necessary than were originally proposed. The necessary works have been arranged for, and the following amount of protection stone has been put in place up to date :—

Main bank river side	248,578	cubic feet.
„ spur	899,050	„
North abutment both up and down stream ...	630,950	„
Inland banks	375,000	„
Round piers	1,039,475	„

Ballasting is well in hand, and manufacturing operations are making fair progress. A temporary line from Gunjial to Warcha at the foot of the hills has been laid for leading out stone and gravel ballast, and trains are working daily.

The permanent-way has been laid both on the main line and on those branches which have been made.

The linking in of the main line was completed on the 24th January 1887. Sixty-five miles of the main line and the Khewra Branch were laid from the north or Chak-Nizam end, and 230 miles of the main line, as well as the Koreshi and the Koondian-Mianwali Branches, were laid from the south or Muzaffargarh end. All the materials and rolling-stock required at the two ends were crossed on native boats over the Jhelum and Chenab rivers, respectively, without accident.

The station buildings and passenger platforms have been finished at all the stations save in a few cases where they are now in hand.

The salt-loading platforms at Khewra were completed and have been in use since September.

Pointsmen's huts and latrines are in hand.

The staff quarters at Mahmud Kot, Bhakkar, Koondian, and Haranpore have been finished, and those at Khushab are well advanced.

The ash-pits, water-columns, wells, tanks and signals are all finished and in working order between the Chenab river west bank and Bhakkar. Between Bhakkar and Haranpore some of these works have still to be finished off.

The engine-sheds at Mahmud Kot and Haranpore are finished, at Bhakkar nearly finished, while those at Koondian and Khushab are well in hand.

The engine turn-tables at Mahmud Kot and Bhakkar are finished; the others are in hand.

Revised estimates for this Railway were prepared and submitted during the year.

The working of the salt traffic from Khewra on the broad gauge commenced on 1st September 1886 and has since been conducted without interruption.

In November and December the necessary engines and rolling-stock for working the Chenab-Bhakkar Section were successfully crossed over the river Chenab.

The Chenab-Bhakkar Section of this Railway and the Koreshi Branch were inspected by the Consulting Engineer on the 22nd of December 1886. The Chenab-Bhakkar Section was passed and opened for public traffic on the 22nd January 1887.

The Koreshi Branch was not then quite ready, but has since been inspected and sanctioned to be opened on 2nd April.

The project for a dry-weather branch from Koreshi station across the Indus river bed to the ferry opposite Dera Ghazi Khan, some three miles long, is now under consideration.

Mianwali-Khushalgarh Survey.

The report and estimates for a line from Mianwali to Khushalgarh were submitted to Government in December last, and lately orders have been given for a complete survey to be made of the country along the river Indus between Mari and the river Sohan, and a party is now in the field engaged on this work.

SIND-PISHIN.

13. On the 1st April 1886 the rails had been laid on the main line from Sibi to mile 159½ (26½ miles), with only one important diversion—at the Babar-Kach tunnel. Beyond mile 159½ a long diversion of 2½ miles had been laid in the Kuchali ravines. From mile 162 the rails had been laid on the main line up to mile 165. These diversions were necessary, owing to the heavy work still unfinished on the Babar-Kach tunnel bridge, the two Kuchali tunnels, and the girder erection of the Kuchali bridges.

All these works were completed by the 8th May 1886, on which date the rail-head had advanced 42 miles beyond Sibi, with no diversions remaining, except at the Gurmai Bridge, consisting of 2 spans of 150 feet.

From the 8th May 1886, and onwards from mile 175, the platelaying was pushed forward uninterruptedly and with no very heavy diversions, Harnai being reached on the 1st July 1886 and mile 201 on the 1st August 1886. The heat throughout this whole time was terrific and so trying that on many occasions it seemed impossible to go on with the work. The staff suffered terribly from fever; the platelaying gangs were practically renewed every month, by fresh importations from India, as they melted away from fever, dysentery, and scurvy. In the same way the gangs of girder-erectors dropped off and during four months were twice replaced from India.

At mile 201, the difficulty of erecting the two spans of 100 feet and four spans of 40 feet on the Pungee bridges, at a height of about 60 feet and in so unfavourable a position, considerably delayed progress. A diversion of about 2½ miles in length, with a series of short reversing zig-zags on a grade of 1 in 25, had to be constructed to bring up the girders and staging for erection. This diversion was in very heavy sidelong ground which was continually slipping, and this, combined with constant floods, resulted in the engine not reaching Sharigh (mile 206) till the 21st of August 1886.

On the 1st November 1886 the rail-head had reached mile 224 (opposite the mouth of the Chupper Rift), passing over many diversions where heavy girders were being erected and difficult foundations of bridges were being taken out. Although the higher elevation reached somewhat reduced the heat, the exceptional unhealthiness of the climate retarded the work, whole gangs of workmen being prostrated at one time by fever, dysentery, and scurvy.

Beyond mile 224 some time was taken up by the erection of the 12 spans of high-level 40-feet girders on the two Karez Bridges of the Chupper Rift, by the making of a necessary diversion and back shunt, and by laying about a mile of line into the mouth of the rift for erecting purposes. The high-level bridge at Chupper had its masonry completed about the 1st November 1886; but the erection stagings were not started fairly till the rails reached the bridge (mile

227) on the 15th December, the engine crossing the bridge on Jubilee day, the 16th February. The girder erection of the Chupper Bridge thus took about two months.

In the meanwhile the girder erection between Sharigh and Chupper and the wet foundations and masonry of the troublesome bridge at Khost (4 spans of 100 feet) were in active progress. On the 15th December 1886 there were no diversions remaining on the 94 miles between Sibi and Chupper Bridge. The two masonry lined tunnels through the *debris* within the rift were being arched in, but were much delayed by frost.

On the 21st February 1887, the staging, about 35 feet high, for the two spans of 150 feet at Mangee (mile 229½) was commenced. The girders were rivetted up, and the engine crossed the bridge on the 10th of March 1887.

Platelaying was then pushed forward towards Kach, and on the night of the 14th March 1887 the rails were linked into those from the Quetta end, at a point 98 miles from Sibi and 57 miles from Quetta, an engine running right through to Quetta the same day.

It will be noted that the whole of the platelaying and girder erection in the Chupper Rift, at an elevation of about 5,500 feet above the sea, was carried out in the very coldest winter months, during constant hard frost and bitter winds, with occasional heavy falls of snow, which often rendered work quite impossible for days.

On the Quetta side, the rails of the Bolan line reached Quetta about the 7th August 1886. Some six days were lost in arranging the transfer of the platelaying and other establishments to the Sind-Pishin Railway; and the erection of the complicated 120 feet girders at Bulalee and of 7 spans of 40 feet girders caused a delay of some eight days more. On the 1st November 1886 railhead towards Kach was at mile 253, or 35 miles beyond Quetta, the average rate of progress having been half-a-mile a day for 70 continuous days.

Beyond mile 253, towards Kach, the progress after the 1st November 1886 was delayed by the heavy continuous grades of 1 in 45, and by the great number of 600-feet curves, which in some cases were complete circles and spirals, requiring almost every rail to be cut and bent and the most careful platelaying.

Further, the erection of so many 40-feet spans on such steep grades and such sharp curves caused great delay. The platelaying and girder erection had to be carried on at an elevation of nearly 7,000 feet above the sea, with snow deep on the ground, rivers frozen hard all day, and the temperature down to 15° below zero in the verandahs of the houses.

Under these unfavourable conditions, the high-level bridge below Kach, of 1 span of 150 feet and 3 spans of 40 feet, and over 100 feet in height above the river-bed, was put together on staging; the engine crossing the bridge on the 26th February 1887 within 25 days of the staging being brought to the bridge site.

From the Kach high-level bridge down to mile 231, where the rail-heads met on the 14th March 1887, the progress was very rapid as warmer weather set in. The Mud Gorge cutting and the Mud Gorge tunnel were only just finished in time not to delay the engine by dint of the incessant day-and-night labour of some 4,000 men for six weeks.

On the 1st April 1886 only some four stations had been built and but few station requirements had been provided. Now on 16 out of the 20 stations there is not much more remaining to be done, ash-pits, station buildings, platforms, water-towers, &c., having been to a large extent provided. In the remaining stations, running-rooms, telegraph-offices, and station-masters' quarters of a temporary character have been provided.

The line *viâ* Harnai from Sibi to Quetta (155 miles,) was practically commenced as a Railway only about the 1st July 1884. It labours under the disadvantage of its lower half being so hot in summer, and its upper half so cold in winter, that on those sections, as far as progress is concerned, about half

the year is lost. This section was opened for the engine as a permanently bridged, metalled, and tunnelled railway in 32½ months, giving a progress of little less than 5 miles of finished railway per month in a mountainous country, where the engineering difficulties, though formidable enough in themselves, are not, perhaps, the greatest obstacle to rapid progress.

On the Bostan-Gulistan Section (33 miles) the earthwork was barely commenced on the 1st April 1886, except close to Bostan and Syud-Yaroo. Owing to the estimates being delayed, the last 12 miles into Gulistan were not commenced till early in September 1886. The foundations of the high-level bridge at the Kakur-Lora (one span of 150 feet and two of 40 feet) were greatly delayed by incessant floods; but the masonry was sufficiently finished to allow of the girders being erected and the engine crossing the bridge on the 20th November 1886. The very heavy cutting required for the diversion at the Pishin-Lora was pushed on very fast, and the 33 miles of rails into Gulistan were laid, simultaneously with the platelaying towards Kach, by the 20th January 1887. The masonry and girder work of the bridges were carried on at the same time, and, with the exception of the Pishin-Lora Bridge, were completed by the 10th March 1887.

The earthwork of the Killa-Abdulla branch (8 miles) was commenced only on the 26th December 1886, and the engine ran into Killa-Abdulla on the 10th February 1887. The bridging on this branch is very light and has not been pushed, the engine running over diversions. The 41 miles of line beyond Bostan were therefore laid down in 82 days, the progress being about half-a-mile a day.

Under favourable circumstances over 1¼ miles a day can be laid in the day, as has occasionally been done on other sections of this line. But there was great want of engine power on the plateau to keep the two tips to Gulistan and Kach going on simultaneously; there were many large bridges and girders to be erected, and, above all, on both tips the weather was so bitter that work could not be commenced before 10 in the morning and had to be stopped at 4 in the afternoon. The delivery of permanent-way, and consequent progress, was further hampered by the impossibility of running at night in such cold, and by the difficulty of watering engines where tanks, pumps, hose and pipes were frozen solid throughout the day.

On the Bostan-Gulistan-Abdulla Section, under the orders of Government, no station buildings, platforms, &c., have yet been built, all the watering arrangements being only temporary. Owing to the extreme unhealthiness of the country and the extremes of temperature, it was found advisable to build a better class of temporary staff quarters at Syud-Yaroo, Sirana, Lora Bridge, and Gulistan. About ⅓rd of the whole section is ballasted. The ballast is ready for the rest of the section, but will not yet be spread until the banks, which are still quite green, have settled.

The Darwaza-Quetta Section (25 miles) was made over to the Sind-Pishin Railway in October 1886, many bridges not being commenced or completed and much of the line being still unballasted. It is now practically completed, all the needful engine-sheds, station buildings, &c., having been constructed.

Taking the main line (155 miles) from Sibi to Quetta and the Bostan Branches (41 miles), an aggregate length of 196 miles may be said to have been made in 32½ months (say 6 miles a month) of completed permanent line, the Pishin-Lora Bridge and the tunnel linings at Mud Gorge and Durgi being the only works still in progress and unfinished.

SIND-PISHIN NORTH-WESTERN EXTENSION SURVEY.

14. The surveys referred to in the last Administration Report were finished during the year. The Committee appointed to investigate and report on them recommended that further surveys should be made—

(1) for a line from the existing railway near Killa-Abdulla *viâ* the Kojak Pass to a point below Chaman at such a level that an extension towards Kandahar might be carried on with easy gradients;

(2) for a similar line between the same terminal points *viâ* the Sunzal Pass;

(3) for a line from the end of the existing Railway near Gulistan *viâ* the Gwaja Pass, *i. e.*, the Gulistan and Wach Darras, to a point on the western talus at a level of about 4,500 feet above the sea.

In February 1887 the Government of India issued orders for the carrying out of these surveys, provided that preliminary reconnaissances showed that the "Abt System" of ascending steep inclines was likely to prove suitable.

BOLAN.

15. On the 24th April 1886 the Bolan Railway was opened for parcels and goods traffic as far as Mach. On the 20th March 1887 the booking of goods and parcels was extended to Quetta. The line was to be opened throughout for passenger traffic on the 1st April 1887.

In December 1885 the working of the Bolan Railway from Rindli to Hirokh was transferred to the North-Western Railway. The object in view was the rapid transport above the reach of the Bolan floods of the permanent-way material required for the upper section of the Sind-Pishin Railway. It was estimated that 600 tons per day could be carried over this broad-gauge section, and this estimate was more than realized, the largest amount in any one day having been 724 tons. It is calculated that on an emergency 960 tons could be carried with night work. This rapid transport resulted in a large accumulation of permanent-way in the Hirokh yard.

In September 1886 the working of the metre gauge section of the Bolan Railway was handed over to the North-Western Railway, its carrying capacity then averaging 107 tons per diem. By February 1887 this capacity was increased to 486 tons per diem, and by the 15th March the Hirokh yard was completely cleared. It had been estimated that 300 tons per day, and 550 tons on an emergency with night work could be carried over this section.

It should be remembered that in the absence of emergency there was no night running on either section and no more work by day than could reasonably be required from the staff with due allowance for trying times of year.

The result of this temporary Bolan line has been that the construction of the Sind-Pishin Railway above a point 98 miles from Sibi has been carried out a year earlier than it would otherwise have been.

Including coal and other miscellaneous stores for the Railway, but excluding stores, &c., carried for the Military Department and the public, the total of material carried from December 1885 to December 1886 amounted to nearly 70,000 tons.

BOLAN SURVEYS.

16. It having been reported that between Mach and the top of the Bolan Pass, near Darwáza, an improved alignment over that adopted for the temporary metre-gauge track could be obtained with less difficulty than had been supposed, and that, in lieu of attempting to continue the improved alignment downwards through the Bolan Valley and Kundilani Gorge, it would be preferable to take a new departure from Mach, along the east side of the Lalachi plain, to the Rindu Pass, where the Mushkaf Valley might be entered by a tunnel and the line carried down with good gradients to Nari Bank, about 4 miles from Sibi, a survey was ordered to be made and estimates prepared with the view to determine the possibility of the construction of a permanent broad-gauge line to connect with the permanent broad-gauge line above the Pass.

The survey showed that a line of 65 miles in length, with no gradient steeper than 1 in 40 and no curve of sharper radius than 819 feet, was feasible. The estimates were as under:—

	Miles.	Net cost. Rs.
Section Nari Bank to Mach	45	65,29,110
„ Mach to Kotal	20	80,14,841
Total ...		1,45,43,951

It was then brought to the notice of Government that by adopting the "Abt System" of ascending steep inclines and re-aligning the metre-gauge portion between Hirokh and the Kotal, to get rid of the numerous sharp curves, that the cost of the section from Mach to the Kotal might be considerably reduced.

With this object in view a re-survey of the section between Hirokh and the Kotal was ordered towards the close of the year, and it is believed that a very satisfactory broad-gauge line can be obtained with gradients not steeper than 1 in 25 and with curves of not less than 819 feet radius.

FEROZEPORE BRIDGE WORKS.

17. During the year the Sutlej Bridge, which was begun in October 1885, has been practically finished as a Railway Bridge, except the two abutment spans, of which the iron-work has been delayed at sea.

It is expected that Railway traffic will open on the 1st May, and that the overhead cart-road will be finished in June or July.

BELLARY-KISTNA.

18. On account of the reduction made in the original budget allotment the work on this Railway had, during the latter end of the year 1885-86, been confined to the first 125 miles of its length.

The grant made for 1886-87 was sufficient to allow of an extension of operations, and work was accordingly re-started on the whole length of 278 miles, with the exception of the section between miles 161 and 201. This portion of the line is light, the locality is healthy, and, had work been begun, labour would have been withdrawn from the more difficult and unhealthy sections lying adjacent to it.

Guntakal-Nandyal Section, 90 miles.

During the year the first section from Guntakal to Nandyal was completed, with the exception of the Guntakal Junction Station, some minor works at roadside stations, the taking out to full width of a few rock-cuttings, and some ballasting.

Arrangements have been made with the Southern Mahratta Railway Company to work the traffic of this section.

The junction station at Guntakal will serve the Madras and Southern Mahratta Railway Companies' lines as well as the Bellary-Kistna. The station is a large one and will take some time to complete. In the meantime it is proposed to open for traffic with temporary arrangements for passengers and goods.

The water-supply scheme for the station is now complete, in so far that the pipes are laid to the station site; but owing to some alterations being made by the Madras Railway Company, the pipe has not yet been connected with the tank-house.

Nundicanama Division, 36 miles.

Work in the Nundicanama Division proceeded steadily during those months in the year in which it is possible to prevail upon the workpeople to remain.

The foundations were got in for the high viaduct at mile 116, and the staging for the erection of its 250-feet span nearly completed. This span, when raised, will be at a height of nearly 200 feet above the deepest part of the ravine.

During the year 558 feet of heading was driven at the tunnel at mile 118 and 167 feet of full section got out. This work is now progressing rapidly, and as much as 45 to 50 feet a month is being made in a single heading. No lining is required, so when the full section is taken out, the tunnel will be ready for traffic.

Cumbum Division, 76 miles.

Work on the Cumbum Division was re-started at the beginning of the financial year. Progress has been unsatisfactory, a serious epidemic of fever having broken out amongst the workpeople employed.

According to returns no less than 85 per cent. of the inhabitants of the district were attacked. The engineering and subordinate staff, as well as the office establishment, were, with hardly an exception, prostrated by illness, and it became necessary to temporarily withdraw nearly all the staff from the division.

About two-thirds of the earthwork in the Guntur Division was executed during the year. Quarries were opened and a start made with the collection of materials. Arrangements are being made to link in through this division towards the tunnel from the Kistna river.

Guntur Division, 77 miles.

CUDDAPAH-NELLORE.

19. Continual rain during the early part of the year interfered much with the progress of the work along the Cuddapah-Nellore line in the low-lying parts of the country. The real monsoon, however, was exceptionally light, and for the last six months good progress was possible. At the end of the official year the earthwork was practically completed. All bridges were finished with the exception of No. 42 (18 spans of 40 feet) and the bridge over the Madras Railway. Seventy miles of permanent-way had been laid and the ballasting was well in hand. With one exception, that of the small 3rd class station of Vendod, where suitable building material has to be trained out, all station buildings and staff quarters were approaching completion, an engine-shed was being roofed in at Nellore, and a temporary shed and running-rooms were half finished at Renigunta, while the engine turn-tables were being fixed at Nellore and Tirupati. There is every expectation of the line being opened on the 1st June next. A severe cyclone occurred on the 9th November, causing a stoppage of the works for about 15 days; the labourers all left to repair damages to their own homes. The banks in the flooded country suffered severely; most of the temporary staff quarters were partially unroofed. The damage done to the Railway has been estimated at Rs. 20,000. In the Rallayeroo the highest flood known was recorded on this occasion.

NÁGPUR-BENGAL.

20. All construction works were suspended during the year and expenditure confined to the purchase of land and what was necessary for the safe custody of stores.

Nágpur-Chhattisgarh.

The construction of the new bridge over the Kanhan river suitable for the broad gauge commenced in 1884. It is now approaching completion and will, it is hoped, be ready for traffic in May 1887.

To complete the ballast on the line, which during construction was not supplied up to standard, an estimate, chargeable to Capital, for 2,349,340 cubic feet, costing Rs. 91,580, was sanctioned in July 1886, and by the end of March 1887 the estimate was fully worked up. This ballast will not be spread (pending decision as to the alteration of the gauge) except where it is actually required for the safety of the trains.

Two sets of quarters for subordinates at Nágpur were sanctioned during the year; both of these have been completed.

Bengal-Nágpur Railway Company.

This Company has been formed under the supervision and with the support of the Secretary of State for India for the purpose of carrying out a Contract with him, by which the Company takes over the existing Nágpur-Chattisgarh Railway from Nágpur to Nandgaon (149 miles), converts it to broad gauge, and constructs other lines, embracing in all a system of railways 784 miles in length. These Railways will be on the Indian Standard gauge, of 5 feet 6 inches, and will extend from near Sitarampore on the East Indian Railway, about 138 miles from Calcutta, to Nágpur, the North-Eastern terminus of the Great Indian Peninsula Railway, 520 miles frm Bombay, with a branch (161 miles) northwards from Bilaspur to the Umaria Coal Mines, where it joins the existing line between Umaria and Katni, a station on the Jubbulpore branch of the East Indian Railway. The Contract contemplates the Umaria and Katni line being also taken over by the Company.

By the construction of the main line of this Railway, a new direct route will be opened up between Calcutta and Bombay, effecting a saving in distance of about 120 miles. This, however, is not considered the chief advantage likely to result from the proposed Railway, for its greatest value and the source from which its largest receipts are looked for will be the opening out of an immense territory in the Central Provinces which has hitherto been

inaccessible to external trade, and the providing of an outlet for the produce of the great wheat and seed producing country of Chhattisgarh to the two ports, Calcutta and Bombay.

The branch (161 miles) to Umaria possesses a double value in being a connection between the main line and a valuable coalfield; and also in affording by the line thence to Katni communication with the East Indian and Great Indian Peninsula and Indian Midland Railway systems, which will prove of inestimable importance in placing the produce of Chhattisgarh within reach of Central and North-West India.

TOUNGOO-MANDALAY.

21. Some preliminary work was done in connection with the Toungoo-Mandalay Extension Surveys between December 1885 and April 1886, but the regular surveys were only started in March.

From Toungoo to Ningyan or Pyinmana, a distance of 60 miles, the line was permanently located and plans and estimates prepared in time to commence construction in November 1886.

From Mandalay southwards the line was surveyed, located, and plans, &c., prepared for 41½ miles of line through Kyoukse to Myittha and work started in December 1886.

The surveys from Ningyan (Pyinmana) to the Sinthe creek, and from the Sinthe creek to Yemethen, were completed in February.

A survey party has been employed since September 1886 to the close of March on the survey between Yemethen and Myittha. This survey is still proceeding. Two routes were examined, one on the east side and one on the west side of the valley, and the latter, having been recommended by the Consulting Engineer to the Government of India and approved by the Chief Commissioner, is now in course of permanent location.

On the completion of the surveys between Pyinmana and Yemethen in February, an Assistant Engineer was left in charge to clear the jungle and make preparations for starting earthwork and brick-burning.

The result of the year's work has been—

(1) Toungoo to Pyinmana (Ningyan), 59⅓ miles surveyed, located, and construction begun in November 1886.

(2) Pyinmana to Yemethen, 49⅔ miles surveyed, located, and construction begun in March 1887.

(3) Yemethen to Myittha, 72 miles surveyed and partly located by 31st March 1887.

(4) Myittha to Mandalay, 41½ miles surveyed, located, and construction begun in December 1886.

The line was divided into eight construction divisions, of which the 1st and 2nd were started in November and comprised the first 59⅓ miles; the 7th and 8th were started in December and comprised the 41½ miles from Mandalay southwards through Kyoukse to Myittha.

By the 31st March 1887 the progress that had been made was as follows:—

1st and 2nd Divisions, 59⅓ miles.

Of the earthwork in the 1st and 2nd Divisions—

31 miles were finished.

20 miles were well in hand, leaving 8⅓ miles not begun.

Seventy-six lakhs of bricks were in course of manufacture, of which 30 lakhs had been burnt. In the 1st Division the brick-making was not very successful, and to ensure the continuance of the masonry through the rains a few lakhs of bricks had to be obtained in Rangoon. In both divisions it is expected that a sufficient quantity of material will be ready before the rains, to prevent any stoppage of work before next brick-making season begins.

The whole of the rails and fastenings had arrived and had been nearly all sent out to the depôt, 10 miles from Toungoo. About 35 miles of sleepers had been delivered, 6 lakhs of cubic feet of ballast had been burnt and 17 lakhs were in course of manufacture. In the 2nd Division gravel or sand ballast is expected from cuttings which are in progress.

The rails had been laid on the berm from Toungoo to mile 18¾ on 31st March. The delay in supply of fastenings hindered this work considerably.

7th and 8th Divisions, 41½ miles.

The progress made in the 7th and 8th Divisions was as follows :—

14 miles of earthwork were completed.

13 miles were in progress and 14½ miles untouched.

The heavy work having been attacked first, there is every prospect of the whole being completed before the rains.

The timber for the temporary bridge over the Myitgne river had been all obtained. The brick supply was behindhand, and beyond the collection of a few thousand feet of rubble-stone nothing had been done below the Myitgne river.

Sufficient 41-lb. rails had been received at Mandalay for the line from the shore to the station, which had been mostly laid; and 600 tons of 50-lb. rails were on their way to Mandalay. All the sleepers for the 41½ miles were under supply, about 17 miles having been actually delivered. There is no doubt the rest will be delivered before the rains. Of ballast about two lakhs cubic feet had been collected.

3rd and 4th Divisions, 56¾ miles.

In the 3rd and 4th Divisions the jungle-cutting was in progress, and would be far enough advanced in April to admit of earthwork being commenced, provided labour is obtainable. On this point no information has yet been received from the Engineers.

Sleepers.

A contract for 56,000 sleepers has been entered into for the portion of the line between Wundwin and Myittha, and endeavours are being made to arrange locally for the requirements of the 3rd and 4th Divisions. Owing to the still unsettled state of the country a tender for 1,50,000 sleepers for the section between Pyinmana and Yemethen was withdrawn.

In the 1st Division the average weekly number of men employed has been—

	Burmans	2,300
	Indians	1,600
	Total ...	3,900
In the 2nd Division—		
	Burmans	725
	Indians	1,750
	Total ...	2,475
In the 7th Division—		
	Burmans	4,500
	Indians	...
	Total ...	4,500
In the 8th Division—		
	Burmans	3,000
	Indians	75
	Total ...	3,075

The reports for the 31st March show that there were altogether 12,6... Burmans and 3,656 Indians employed.

CAWNPORE-ACHNERA.

22. This line was handed over to the Bombay, Baroda and Central India Railway Company on the 1st October 1886.

BAREILLY-PILIBHEET.

23. This line was worked throughout the year by the Rohilkhand and Kumaun Railway Company.

Considerable capital expenditure has been incurred in completing the ballasting of the line. The protective works of the Deoha Bridge proved very successful.

LUCKNOW-SITAPUR-SIHRÁMAU.

Lucknow-Sitapur.

24. Work on the Lucknow-Sitapur Section was pushed on vigorously during the first half of the year. The bridge over the Goomtee was finished in July, Sitapur was reached by the end of October, and on the 15th November 1886 the section from Lucknow City Station to Sitapur was opened for passenger traffic, whilst the 3 miles connecting Charbagh (the Lucknow station of the Oudh and Rohilkhand Railway) with the Lucknow City Station were opened for goods traffic.

Sitapur-Lakhimpur.

On the Sitapur-Lakhimpur Section work was recommenced in November 1886, and by the end of March 1887 it was ready for inspection. This section was opened for passenger traffic on the 15th April.

Lakhimpur-Sihrámau.

Between Lakhimpur and Gola, a distance of 22 miles, work was started in November 1886. Good progress has been made, and this section should be ready for passenger traffic shortly after the ensuing rainy season. It is not proposed at present to carry the line further than a point 5 miles beyond Gola.

Sihramau-Pilibheet.

The survey of the Sihrámau-Pilibheet section was finished in March 1886. During the official year the plans and estimates were completed and submitted to Government.

TIRHOOT.

25. The line joining the Tirhoot State Railway and Bengal-North-Western Railway over the Gunduk Bridge was opened by His Excellency the Viceroy on the 30th March 1887.

On the Kosi Extension, Jhanjharpur to Pertabgunge, the line up to Nirmala was opened for traffic on the 1st November 1886, and work is now in progress on the 10 miles between Nirmala and Bapliahi and will be ready for traffic in December 1887. Nothing has yet been done between Bapliahi and Pertabgunge (14 miles).

NORTHERN BENGAL.

26. The working of this Railway was placed in the charge of the Manager, Eastern Bengal State Railway, on the 19th February 1887, and it is intended to amalgamate all Departments on and from 1st April 1887.

The extra sleepering and renewal of sleepers on the bridges made good progress during the year.

The remodelling of the yards at Sara, Domar, and Siliguri was completed and that at Saidpur was nearly finished.

A carriage-shed for spare stock was completed at Saidpur, another at Siliguri was commenced, and the carriage-examining pit at Saidpur was rebuilt.

Permanent quarters for the staff have now been provided at all stations where necessary, and the temporary gate lodges are gradually being replaced by permanent structures.

Three piers of the Pangal bridge, which had been cracked by the earthquake in 1885, were rebuilt.

The erosion at Damukdia and the consequent removal of the bulk of the goods working to Kooshtea caused considerable inconvenience during a portion of the year. There seems to be no practicable means of getting over this difficulty.

KAUNIA-DHARLLA.

27. This line was made over to the Manager, Eastern Bengal State Railway, on 19th February 1887.

Six of the wooden culverts on the Mogalhát Branch have been replaced by brick culverts and three have been dismantled and filled in, the waterway being considered unnecessary.

It is proposed to substitute iron pile and girder bridges for the remaining wooden ones on the Mogalhát Section. Most of them have already been replaced by structures of rail and brick. No other works of any importance were undertaken on the line and there were no surveys in connection with it.

The usual difficulties were experienced at Jatrapur, the floods and erosion necessitating frequent alterations of the sidings.

The want of efficient steamers for the ferries on the Teesta and Dharlla was much felt.

DACCA.

28. On the 15th July 1886 this Railway was placed under the Manager of the Eastern Bengal State Railway.

During the year the Dacca workshops were completed and the station-yard remodelled.

The ballasting of the line was proceeded with, so far as funds would permit. No estimate has yet been sanctioned for the ballasting of the line from Kaoraid to Mymensing. The Narayanganj Ghât and the Mymensing station-yards were ballasted during the year.

Quarters, well raised above ground level, were provided for all the permanent-way gangs on the unhealthy portion of the line running through the Madhubpore jungle.

New culverts were found to be necessary at miles 26½, 48½, and 74½; the first and last are substituted for the pipe drains formerly existing, which proved unequal to carry off the water during the floods. The culvert at mile 48½ is to relieve an existing bridge which is overstrained.

It has been decided to floor the minor bridges, and arrangements have been made to carry this work out where most urgently required.

The curve of the triangle at Narayanganj round which all trains have to run to reach the Ghât is being improved, the radius being altered from 328 feet to 660 feet.

Sidings were laid into Messrs. David & Son's Presses at Narayanganj and into Messrs. Ralli Brothers' warehouses at Postgolla and Narayanganj.

Some minor improvements were effected in the staff quarters at Kalir-Bazar, Tangi, Dacca, and Mymensing.

ASSAM-BEHAR.

29. The works on this line were stopped for the greater part of the year owing to want of funds.

In May and June 1886 nothing was done, and during the rains operations were confined to running goods traffic between Kushba and Manihari, keeping the road in order, and executing any protection works required, the expenditure being met out of the earnings of the line.

Work was completely closed in the Dinagepore Division.

Works were again started in November 1886; and as it was thought important to open the Purneah District as soon as possible, as well as extend the line from Dinagepore westwards as far as Raigunge, all efforts were concentrated on completing the sections in the Dinagepore Division.

The length between the Ganges at Manihari and Kushba, an important trade centre 5 miles north of Purneah, was declared open on the 4th of March 1887 by the Lieutenant-Governor of Bengal. The length of this section is 38⅓ miles.

The 32 miles west of Dinagepore was pushed on, but work on this section was kept back owing to the non-arrival of some girders from England.

The work on the Poornobhoba, a large bridge of 8 spans of 100 feet, which had to be stopped in the middle of last working season from want of money, progressed rapidly, although there were serious difficulties to contend against. Three spans of the girders were up by the 31st of March and the rest of the work well in hand.

A diversion was made across this river for the purpose of carrying on the platelaying, which reached the Tangon by the end of the official year, all the bridges except that over the Tangon having been completed. It is expected that both the Poornobhoba and the Tangon bridges will be finished before the rains set in, and that the section from Dinagepore to Raigunge will be ready for goods traffic.

Between Raigunge and the Mahanudy work was started on two major bridges—the Koolick and the Nagar. All the pier wells were sunk, the former to a depth of 40 feet and the latter to a depth of 30 feet.

BURMA.

Rangoon and Irrawaddy.

30. During the year the last of the old timber bridges on the Irrawaddy line were replaced by iron girders and good progress made in finishing off those incomplete in the previous year. Gates and huts were erected at several level crossings previously only protected by cattle-guards. Waiting-rooms were added to several of the stations. A storekeeper's house at Rangoon was nearly completed. Station-houses at the new stations, Hpoogyee and Othegone, and additional quarters for native drivers at Letpadan were also built. The passenger-shed at Prome was extended, a work which was much needed.

Rangoon and Sittang Valley.

Owing to some changes in the bed of the Pyn river near mile 135, by which the south abutment of the bridge was endangered, groynes were fixed which proved successful, and these are now being further extended. Lines were laid down at and in the vicinity of Pazondoung station, not only to meet the increased trade in paddy which formerly went to Kemmendine station, but also to permit of wagons consigned direct to mills being sorted out and rapidly forwarded to destination. Much was done towards finishing off the station buildings. Additional quarters for hospital assistants were completed.

Bassein-Henzada Survey.

No further progress has been made with this project.

JORHÁT.

31. This Railway is open for passenger traffic between the river terminus and Jorhát and for goods traffic to Mariani and Dhali. The earthwork in the two miles of line from Dhali (the present temporary terminus) to Titabar has been finished. The girders for the Dhali bridge came out too late to enable them to be put up before the end of the official year. The Dessoi bridge has been strengthened and extra sleepers have been put in throughout the line.

A new station-house at Chenimara and a station-house and goods-shed at Titabar have been partially erected. The Locomotive Foreman's house was commenced and finished during the year.

The extension of the railway from Titabar to Golaghât will, it is hoped, be feasible soon. At present statistics of the traffic are being collected.

CHERRA-COMPANYGANJ.

32. During the year under review the section of the Cherra-Companyganj State Railway, between Companyganj and Thariaghât, a distance of 7 miles, was sufficiently completed to admit of its being opened for passenger and goods traffic. This was done on the 16th June 1886. The work executed during the year consisted in turfing the embankment slopes, constructing 600 feet of siding to the limestone quarry at Sohmariang, erection of station signals and weigh-bridges, and quarters for the Railway staff at Bholaganj and Companyganj.

On the hill inclines the plate-laying was completed and satisfactory progress made in the erection of the drums and machinery. Owing to the delay in the receipt of piping the progress on the water-supply was backward. Quarters for the staff throughout the hill inclines have been built.

The permanent-way on the Mausmai-Cherra Section was laid during the year.

MADRAS.

33. The substitution of Calicut for Beypore as the western terminus, which involves the construction of 9 miles of line and the abandonment of 2¼ miles, has made good progress during the year, and the new line will, it is hoped, be ready for opening before the end of 1887. The most backward of the works are two of the large bridges. The one of four 70-feet openings over the backwater is practically completed, but at the Perok Bridge, six 130-feet spans, delay has been caused by the necessity for blasting out a foundation for the cylinders of the first pier, which, unfortunately, came upon a sloping face of granite rock in the tide way, involving operations of great difficulty. The Kallai Bridge, three 130-feet spans, is delayed, it having been decided to carry the cylinders down to rock, the depth to be reached in one case being 98 feet. Good progress has been made with the station buildings at Calicut.

The Secretary of State having sanctioned the construction of a branch from Pálghat station to the town, a commencement has been made with the work. The line will be 2⅓ miles in length and is estimated to cost Rs. 1,49,314, the station buildings at Pálghat being, in the first instance, of a temporary character. The only important bridge is that of four 64-feet girders over the Ponani river. The superstructure of the road bridge over this river having failed a few years ago, the local authorities offered the masonry and a contribution of Rs. 30,000, if the Railway Company would span the openings by girders. This has been done at a cost of Rs. 40,000, and the bridge will now be also utilized for the Railway.

Estimates have been sanctioned for new bridges over the Papaghni, Chitravati, and Pemíer rivers on the North-West line, the old ones having failed in 1874. In the design now adopted the piers are 140 feet centre to centre and formed of two cast-iron cylinders sunk to rock and filled with concrete, 12 feet in diameter below river-bed and 9 feet in diameter above that level, the depth to be sunk varying from 29 to 81 feet. The girders are of modified Whipple-Murphy type. The estimated cost of these works is as follows:— Papaghni bridge, of 15 spans, Rs. 11,86,423; Chitravati, of 19 spans, Rs. 16,44,927; Pemíer, of 13 spans, Rs. 7,66,698. The sinking of the cylinders for the Pemíer Bridge is more than half done and the work at the Chitravati is now being put in hand. The bridge over the Papaghni will be deferred until that over the Pemíer is completed.

The station at Renigunta (Tirupati) is being remodelled and enlarged in connection with the junction of the Cuddapah-Nellore State Railway, and a new station is being built at Guntakal Junction for the joint use of the Madras, Southern Mahratta and Bellary-Kistna State Railways.

The only other important works carried out during the year were the lengthening of sidings and platforms for the accommodation of the longer trains now run and the provision of quarters for the staff at many stations where over-crowding has taken place in past years.

On 1st February 1887, the Bellary Branch, 32 miles in length, was transferred to the Southern Mahratta Railway Company for the sum of 30 lakhs, and it has been decided to lay a three-rail track in order that it may be available for either broad or metre gauge traffic. The Southern Mahratta Railway will thus have through metre-gauge connection with the Bellary-Kistna State Railway.

SOUTH INDIAN.

34. During the year under review the energies of the Engineering Department of the South Indian Railway have been mainly devoted to the enlarging of waterways and the formation of pitched causeways to allow of the passage of extraordinary floods over instead of under the line.

The principal works which have been taken in hand are:—

The Karanguli Bridge, originally consisting of eleven 40-feet spans, to which 7 spans have been added and 4 more are now in progress.

The Vikravandi Bridge, originally of five 30-feet girders, has had one 120-feet and one 30-feet span added. In the 98th mile a new work of ten 30-feet spans has been constructed, and in the 128th mile, near Cuddalore, a bridge of one 150-feet span is being substituted for one of 70 feet. The Corayar Bridge of five 30-feet spans has been doubled, and in the Gingee Bridge (Pondicherry Branch) of seven 150-feet spans, the piers have been raised 7 feet and new girders erected.

Many minor waterways have also been increased and protective works added to bridges where necessary.

The total lineal feet of waterway added during the year is 1,175. The temporary wooden bridge over Cochrane's Canal on the Beach Extension, Madras, has been replaced by a permanent structure of two 50-feet spans and the alignment improved.

It having been decided to relay the permanent-way with new material consisting of 50-lb. steel bull-headed rails on pot-sleepers, 44½ miles were laid in up to 31st December 1886, and it is expected that this renewal will be continued at a rate of 100 miles per annum.

The new general offices and Engineering workshops at Trichinopoly were completed during the year and the extension of workshops at Negapatam has made good progress. Arrangements have been made for the acquisition of land for the extensions of the goods-shed and station-yard at Egmore, Madras, which are urgently needed and will be taken in hand at once. The South Indian Railway Company having expressed their willingness to take over the working of the Cuddapah-Nellore State Railway when opened, an agreement has been drawn up following generally the lines on which it is proposed that the Bellary-Kistna State Railway shall be worked by the Southern Mahratta Railway Company. It is expected that the line will be taken over in a few months.

The South Indian Railway Company also proposes to undertake the construction and working of the Tirupati-Dharmavaram and the Villupuram-Pakal lines, and negotiations with this object are now proceeding.

STATE RAILWAY SURVEYS IN MADRAS.

IMPERIAL SURVEYS.

Guntakal-Hindupur Extension.

35. The estimates for this metre-gauge line from Guntakal to Hindupur were revised during the year and now amount to Rs. 67,592 per mile, or a total of Rs. 75,02,693 for 111 miles. A portion of the embankment was thrown up in 1885 as a famine relief work, but sanction for proceeding with the construction of the line has not yet been accorded. This extension will not improbably be handed over to the Southern Mahratta Railway Company to construct and to work as part of their system.

Tirupati-Dharmavaram Extension.

The working project for the line from Tirupati to Dharmavaram on the metre gauge is now complete and ready for submission. The length will be 165½ miles and the estimate works out to Rs. 1,05,11,359, or Rs. 63,513 per mile.

Villupuram-Pakal line.

The working project for the metre-gauge line from Villupuram to Pakal was submitted in November 1886. The length of the line is 134⅓ miles and is estimated to cost Rs. 63,771 per mile.

PROVINCIAL SURVEYS.

Pálghat-Dindigul.

36. The estimates for the line from Pálghat to Dindigul are ready for submission. The length will be about 107 miles *viâ* Dhárapuram or 100 miles *viâ* Palin, and the cost about Rs. 61,000 per mile for the metre gauge.

Porto-Novo-Salem.

The estimates for the metre-gauge line from Porto-Novo to Salem, 116½ miles in length, are to be submitted shortly together with a report on an alternative route from Tirukvilur on the Villupuram-Pakal line (instead of from Porto-Novo) joining the former route at Chima-Salem.

Madura-Pamben.

A preliminary survey from Madura to Ramnad, 66 miles, has been completed, and the preliminary project for a line on the metre gauge from Madura to Pamben, 93 miles, is to be submitted shortly.

OTHER LINES.

Mayavaram-Mutupet.

37. But little progress has been made during the year in financing the line from Mayavaram to Mutupet, which is to be guaranteed by the Tanjore District Board. The offer of the Directors of the South Indian Railway to raise the required capital on a guarantee of 4 per cent. and half the net profits not proving acceptable to Government, it was suggested that the Secretary of State might undertake the guarantee on behalf of the Tanjore local authorities and thus enable them to obtain better terms; and this suggestion is still under consideration. No arrangements for raising the capital have, however, been concluded. Meanwhile, the income from the special cess goes on accumulating and has now reached Rs. 6,16,000, the annual receipts being about Rs. 85,000. A Bill to empower local authorities to guarantee interest on capital expended on such works has been passed by the local Legislature, but awaits the sanction of the Government of India. The length of the proposed line is 55½ miles and its estimated cost on the metre gauge is about 30 lakhs.

Nilgiri Railway.

During the year a modification was made in the contract providing for the fixing of maximum rates and fares once for all instead of their being subject to revision by the Secretary of State from time to time. It was thought that this change might make the project more acceptable to capitalists. A proposal has since been made to the Secretary of State to rescind the clause prohibiting the raising of capital in London; and if this is acceded to, it is possible that money may be forthcoming. Before a decision can be arrived at as to the class of line to be adopted,—whether Riggenbach's rack system, Abt's modification thereof, or a line similar to the Darjeeling one—detailed surveys will be required, and for these, money must be raised in the open market.

Tinnevelly-Quilon.

As regards the proposed line from Tinnevelly to Quilon, the Travancore Government have decided to adopt the northern route by the Arienkáva Pass, but no steps have yet been taken towards raising the required capital beyond some preliminary negotiations with the South Indian Railway.

The length of the proposed line is 106 miles, and its estimated cost on the metre gauge Rs. 93,15,623.

GREAT INDIAN PENINSULA.

38. The only works of public interest that have been in progress during the year are the terminal station and offices in Bombay, and the doubling of certain portions of the North-East line and Nágpur Branch. The terminal offices and station are now nearly completed, and it is hoped that the large dome will be finished before the next rains. On the occasion of Her Majesty's Jubilee the name of "Victoria Terminus" was given to the building. The doubling of the North-East line made satisfactory progress, and the portion between Chandni and Dongargaon is practically finished and could be opened whenever required. On the doubling between Bhusawal and Shegaon (Nágpur Branch) very little has as yet been done, but the work is now being taken in hand.

In August 1886 a survey party was organized for the re-survey of the proposed branch between Dhulia and Chalisgaon Station. The field work of this re-survey is now completed and the plans and estimates are being prepared. Great improvements have, it is believed, been made in the location of the proposed branch; the length will be between 34 and 40 miles.

BOMBAY, BARODA AND CENTRAL INDIA.

39. The only work of public interest that has been in progress during the year has been the doubling of certain lengths. On this work fair progress has been made, and the lengths will soon be open for public traffic.

Godhra-Rutlam.

The proposed extension from Godhra to Rutlam was ordered to be re-surveyed, and a party assembled at the end of 1886 for this purpose.

The work is now being prosecuted with vigour, and it is believed that a much improved location has been found. It is now suggested that the junction of the two gauges should be at Dohad instead of Rutlam.

OUDH AND ROHILKHAND.

40. The bridge over the Ganges at Benares consists of 7 spans of 356 feet and 9 spans of 114 feet. At the beginning of the year under report all pier and abutment masonry was practically complete. Of the large spans, Nos. 1, 6, and 7 were erected and the staging for No. 5 span nearly ready.

Benares Bridge.

Before the rains of 1886 commenced, all these four spans were finished.

As soon as the floods permitted, work was resumed on the stagings for the remaining three large spans, *viz.*, Nos. 2, 3, and 4, and by the end of the official year 1886-87 the state of the work was as follows :—

The rivetting of the main girders of No. 2 span was nearly complete, only a few days' work remaining to be done. The temporary staging of No. 3 span was almost ready to allow of girder erection being commenced, and No. 4 span was completed and lowered on to its rockers on the 30th March 1887.

It is probable that all the large girder spans of this bridge will be completed by the early part of May, and that the 9 spans of extension girders will be in place and the roadway finished by the end of June.

Northern Extension and Hardwar Branch.

At the end of the official year 1885-86 the only incompleted portions of the Northern Extension and Hardwar Branch were as follows :—

Main Line—			
Ganges Bridge at Balawali	11	spans of	256 feet.
Bangunga Bridge	14	„	100 „
Solani Bridge	11	„	150 „
Chain, 1468	3	„	40 „
Hardwar Branch—			
Pathri Bridge	5	„	60 „
Ganges Canal at Jawalapur	1	„	256 „

In addition, a length of 3½ miles from Jawalapur temporary station to Hardwar was unopened, and various station buildings at the latter place were still in progress.

All the above-mentioned bridges, with the exception of that over the Ganges at Balawali and that over the Ganges Canal at Jawalapur, were completed and passed for traffic in June 1886. The Ganges Canal bridge was passed and opened in August 1886, the 3½ miles of line into Hardwar being opened at the same time.

Before the end of the year the station works at Hardwar were finished off, with small exceptions.

The only important work, therefore, remaining incomplete at the end of the year was the Ganges Bridge at Balawali.

Ganges Bridge at Balawali.

During the year work on this bridge progressed most favourably. Before the rains fell the masonry of the piers and abutments was virtually complete and the main girders of one span were erected.

Work recommenced early in the season, and by the end of the year 1886-87 the girder erection was complete, except a small amount of rivetting in the last 5 spans, all of which were in hand simultaneously. The bridge will probably be ready for opening about the end of April or beginning of May 1887.

Ajodhya Branch.

The short branch to Ajodhya, 3¼ miles in length, was completed and opened for traffic on the 15th November 1886.

Open Line.

During the year the Goomtee water-supply at Lucknow and the additional locomotive buildings at Goshainganj, Lucknow, and Chandausi were finished.

All the stations along the line which had not previously possessed them were supplied with distant signals. An estimate amounting to Rs. 2,32,047 for the Locomotive Depôt Works at Moghal Sarai was sanctioned and the work commenced.

With the above exceptions, very little work of importance was carried out on the open line during 1886-87.

BENGAL AND NORTH-WESTERN.

Rapti Bridge.

41. The opening of the bridge over the Rapti (9 spans of 150 feet) during June 1886 was the principal feature in the construction work on the main line during the year under report.

The protective works to the bridge have been successful and have controlled the channel of the river.

During the current year it is proposed to strengthen these works by adding another short spur.

The Loop Line bridge near Bunwarchak (10 spans of 20 feet) has been closed by a strong earthwork bank and berm.

All the other major bridges have been efficiently protected with block kunkar pitching where necessary, and otherwise completed in every respect.

Extensions.

The following sections of the line were opened for public traffic on the 15th December 1886 :—

Uska Branch	...	...	39·252 miles.
Naipálganj Extension	...	...	33·523 „

The former section connects the important trading markets of Dhani and Uska with the main line at Gorakhpur.

The latter connects Nanpara and the important mart of Naipálganj with the main line at Bahraich.

Both these sections are complete in respect of earthwork, minor bridges, level crossings, electric telegraph, stations and offices, and staff quarters.

The major bridges are complete on both sections with the exception of the Rohin Bridge (5 spans of 80 feet) on the Uska Branch, which, it is expected, will be completed in April.

Ballast has been collected in sufficient quantity all along these extensions and is being laid as rapidly as possible. The road is in good running order.

The sidings at all stations are practically completed.

At Naipálganj the engine-shed is being roofed in, the masonry of the tank-house is in progress, and the turn-table is being finished.

At Uska the engine-shed, turn-table, tank-house, and well are nearly completed.

Surveys. It is proposed to run a preliminary survey between Bahraich and Sitapur.

HIS HIGHNESS THE NIZAM'S.

42. The system of lines under His Highness the Nizam's Guaranteed State Railways Company may be described as follows :—

Wadi to Hyderabad and Secunderabad, opened in 1874 ...	121	miles.
Secunderabad to Warangal, completed in March 1886 ...	87	„
Warangal to Dornakul Junction	53	„
Mineral Branch	16	„
Dornakul Junction to the Frontier of the State of Hyderabad ...	54½	„
Warangal to Chanda, approximate	160	„
Construction of British Section (frontier to Bezvada) under agreement with the Secretary of State and the Government of India	21½	„

The section of Railway from Secunderabad to Warangal, 87 miles in length, was opened for public traffic early in April 1886.

Shortly after this event, the works of the extension from Warangal to Dornakul Junction and the Singareni coal-fields were put in hand.

Fair progress has been made, but the country traversed is sparsely populated and in some places densely covered with jungle, so that during the latter part of the monsoon fever and dysentery became very prevalent amongst the workpeople. This retarded operations considerably, but the embankments and cuttings were in a sufficiently forward state to enable 48 miles of line out of a total of 69 miles under construction to be laid before the close of March 1887.

On this section only three bridges can be classed as major bridges :—

The Pakul river, 8 spans of 60 feet.

The Singareni river, 5 spans of 20 feet.

The Yelgor Tank feeder channels, 3 spans of 20 feet.

These bridges are progressing favourably and, it is believed, will be completed in June.

Very good progress has been made upon the minor bridges and culverts, which are somewhat numerous. It is expected they will all be completed before the next rainy season sets in.

A sufficient supply of permanent-way has been delivered in India to complete the whole section, but the collections of ballast are as yet somewhat deficient owing to want of labourers and carts in the district.

All stations have been completed.

In November 1886 orders were received from the Board of Directors to carry on the works of the extension of the line from Dornakul Junction to the frontier, and under arrangements between the Company and the Secretary of State the construction of the British section from the frontier to Bezvada was entrusted to the Company, making a total length of 76 miles.

Land was obtained in the British section in January 1887, and shortly afterwards most of the land required for the Dornakul frontier section was made over to the Company.

Work has progressed favourably on the British section, but within the Hyderabad dominions there have been difficulties owing to want of labourers, and a commencement has been possible only at a few points.

These difficulties will disappear as the works on the Warangal-Dornakul Section advance towards completion, it being necessary at present to employ all hands available on the Section of Railway leading up to the coal.

The Section Warangal to Chanda has not been commenced, as under the terms of the agreement of the Company it is not to be begun until the construction of the Nágpur-Bengal Railway is well advanced.

MYSORE.

43. Plans and estimates for a line from Bangalore to Hindupur, in the Madras Presidency, a distance of 53·925 miles, are completed.

The estimate amounts to Rs. 28,45,208, giving a rate of Rs. 52,762 per mile.

The proposals made by the Government of India that the extension from Gubbi to Harihar should be executed with foreign capital were accepted by the Mysore Durbar. Negotiations were carried out between the Secretary of State on behalf of Mysore and the Southern Mahratta Railway Company, whereby the present open line of 140 miles was to be hypothecated for the amount of its cost to the Company, who should raise the necessary capital to carry out the extension. The terms under which the Company is to construct the extension, maintain, manage, and work the whole system of the Mysore State Railway to be similar to those of the existing contract between the Secretary of State and the Company as regards the Deccan Railways. The contract between the Secretary of State, acting on behalf of Mysore and the Southern Mahratta Railway Company, has, it is believed, been signed, but a copy of the articles of contract has not yet been received.

Under instructions from the Government of India, the actual transfer of the management of the open lines to the Southern Mahratta Railway Company was effected on 1st July 1886.

JODHPORE.

44. The Pachbadra Branch of 59¾ miles, which was commenced in August 1885, was opened for traffic on the 23rd March 1887.

On the main line a carriage-shed has been built at Jodhpore and a passenger-shed at Marwar Junction, the old one having been converted into a first class waiting-room, godown, and office.

KATHIAWAR.

45. The survey of the line, which is 67½ miles in length, has been finally completed and the land required taken up.

Junágarh Railway.

A commencement has been made with the earthwork, and it is expected that about 20 miles will be finished by the end of March.

Morvi Railway.

On the Morvi State Railway much excellent work has been done: the length Dhulia to Wánkáner was opened in November 1886, and the final piece Wánkáner to Morvi has just been inspected and opened for public traffic.

Nothing further has been done during the year in the matter of the connection between the metre-gauge systems of Kathiawar and Rajputana. The survey for a metre-gauge line from Dhoraji to Porbandar has just been started. The survey of a line on the metre-gauge from Sihor to Palitana has been made and the estimates are now in progress.

BENGAL-ASSAM SURVEYS.

46. During the first half of the year the staff was employed in the preparation of the plans and estimates based on the work done in the field during the cold season of 1885-86. The limiting gradient of the Railway through the hills is 1 in 70; but, as the Report shows, it is preferable to adopt a steeper gradient 1 in 40 or 45 where the line crosses the watershed of the Surma and Brahmaputra Valleys at the head of the Jatinga river. By the adoption of the steeper gradient an approximate saving of 6·51 miles, or Rs. 34,00,000, is effected. On these grounds a further survey of 11 miles of an alternative line at the head of the Jatinga Valley was subsequently ordered by the Government of

India, and during the cold season of 1886-87 a party has been engaged in carrying this out. With the exception of the one division required for this work, the Bengal-Assam Railway Survey Staff has been broken up. The probable results of the adoption of the alternative lines in the North Cachar Hills are shown in the estimates submitted with the Report for 1885-86; but these will be somewhat modified by the corrected estimate which will be made after the actual results of the field work of 1886-87 are worked out.

The total mileage of the main line of the Bengal-Assam Railway from Chittagong to Makum Junction is 582·413 miles, or 575·903 if the alternatives are adopted, the total estimated cost being Rs. 5,20,64,688 (equal to Rs. 89,395 per mile) or Rs. 4,86,59,064 (equal to Rs. 84,492 per mile) for the shorter alternative line.

The branch lines are not affected by the work of 1886-87. These are Laksham to Chandpur, 31·895 miles, costing Rs. 26,81,477, or Rs. 84,072 per mile. Badarpur to Silchar, 17·842 miles, costing Rs. 18,84,163, or Rs. 1,05,603 per mile. Lumding to Gauhati, 110·503 miles, costing Rs. 83,98,762, or Rs. 76,005 per mile.

The plans (excepting tracings) and estimates of 1886-87 will be completed by the end of April 1887.

HARDWAR-DEHRA RAJPUR SURVEY.

47. The work done on this line consisted in revising and reporting on an estimate and project supplied by the Dehra Dun Railway Association for a broad-gauge line to connect the Hardwar Station on the Oudh and Rohilkhand Extension with Dehra and Rajpur at the foot of the Mussoorie Hills; also in inspecting and reporting on two alternative alignments and preparing a complete estimate for the alignment considered most suitable. These duties have been carried out and the alternative line recommended has been located and marked out by masonry pillars.

KALKA-SIMLA SURVEY.

48. The detailed plans and estimates in connection with this project were completed during the year. The line proposed is on the 2-feet gauge, is 68⅓ miles in length, and is estimated to cost, fully equipped with rolling-stock, Rs. 90,692 per mile, including direct and indirect charges.

PATIÁLA-BHATINDA SURVEY.

49. In February last the President of the Council of the Regency, Patiála, communicated to the Punjab Government the consent of the Council to the extension on the standard gauge of the Rájpura-Patiála line of railway from Patiála to Bhatinda, and desired that an Engineer Officer should be deputed by the Local Government to survey the proposed line calculated to be some 98 miles in length. On receipt of this communication, orders were issued, a staff was appointed, and work commenced, the entire expenditure of which will be chargeable to the Patiála State.

BHAWALPUR-AJMERE SURVEY.

50. The line surveyed commences at a station called Samasata, 7 miles south of Bhawalpur on the Indus Valley Section of the North-Western Railway, and runs to Ajmere on the Rajputana-Malwa Section of the Bombay, Baroda and Central India Railway, a distance of 310¼ miles. The most important places passed through are Mojgarh, Pungal, Bikaneer, Desnok, Bhaga, Nagaur, Moondwa, Kujwana, Merta, and Reah, at miles 43, 99, 150, 167, 196, 218, 228, 238, 260, and 276 respectively. The total estimate of the line amounts to Rs. 1,91,10,500, being at the rate of Rs. 61,600 per mile.

BENARES-PURI SURVEYS.

51. Final reports and estimates of all the routes which have been surveyed for the purpose of connecting the North-Western Provinces and the Central Provinces with Puri in Orissa were completed during the year and submitted to the Government of India.

Statement showing the annual progress made in the length of

RAILWAYS.	Length of Line open at															
	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
STATE IMPERIAL.																	
East Indian ...	...	37½	120½	120½	120½	139½	286½	370½	560¾	877½	933	1,104	1,127½	1,127½	1,353	1,353	1353
Rajputana-Malwa ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pátri ...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...
Sindia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dhond-Manmád ...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	..	...
Southern Mahratta ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Indian Midland ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
North-Western ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eastern Bengal ...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...
Wardha Coal ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal Central ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bilaspur-Etáwa ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Punjab Northern ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Indus Valley ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sind-Pishin Southern Section.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total State Imperial...	...	37½	120½	120½	120½	139½	286½	370½	560¾	877½	933	1,104	1,127½	1,127½	1,353	1,353	1,353
STATE PROVINCIAL.																	
Calcutta and South-Eastern (*d*).	...	...	...	...	....	...	...	...	...	15	28	28	28	28	28	28	28
Patna-Gya ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dildárnagar-Gházipur ...	...	...	...	....	...	...	...	...	...	...	...	...	...	...	...	...	...
Bareilly-Pilibheet ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lucknow-Sitapur-Sitrámau.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nalháti ...	...	...	...	...	...	...	...	...	...	...	27¼	27¼	27¼	27¼	27¼	27¼	27¼
Tirhoot ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Northern Bengal ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dacca ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cawnpore-Achnera ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Amritsar-Pathánkot ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágpur-Chhattisgarh...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Burma ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jodhát ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cherra-Companyganj ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total State Provincial	...	...	...	...	...	...	...	...	...	15	55¼	55¼	55¼	55¼	55¼	55¼	55¼

(*a*) Includes Sind-Sagar Western Section 120 miles.
(*b*) Correction of mileage.

Railways open for public traffic in India since their commencement.

THE END OF EACH YEAR.

1870.	1871.	1872	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	RAILWAYS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	STATE IMPERIAL.
1,353	1,503¼	1,503¼	1,503¼	1,503¼	1,503½	1,503½	1,503½	1,503½	1,504¼	1,504½	1,504½	1,506½	1,509	1,509	1,514½	1,518½	EAST INDIAN.
...	...	...	91½	329	436½	507½	507½	603¾	722	972½	1,115¾	1,116¼	1,260¾	1,413½	1,413½	1,414	RAJPUTANA-MALWA.
...	...	...	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	PÁTRI.
...	...	...	...	...	...	...	...	34	66½	66½	74¾	74¾	74¾	74¾	74¾	74¾	SINDIA.
...	...	...	...	...	...	...	...	145¾	145¾	145¾	145¾	145¾	145¾	145¾	145¾	145¾	DHOND-MANMÁD.
...	...	...	...	...	...	...	...	...	...	...	...	...	40½	214	315½	598¼	SOUTHERN MAHRATTA.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42	INDIAN MIDLAND.
...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	1,791¾	(a) 2,058¾	NORTH-WESTERN.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	233½	(b) 234¾	234¾	EASTERN BENGAL.
...	...	...	...	18½	18½	18½	46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	WARDHA COAL.
...	...	...	...	...	...	...	...	...	...	...	...	20	114	125½	125½	125½	BENGAL CENTRAL.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37	BILASPUR-ETÁWA.
...	...	...	...	...	62	103½	103½	103½	103½	227¾	362¾	416	446	446	(c)	...	PUNJAB NORTHERN.
...	...	...	...	...	...	...	...	501	501	501	501	501	501	501	(c)	...	INDUS VALLEY.
...	...	...	...	...	...	...	...	...	...	152	152	152	152	152	(c)	...	SIND-PISHIN SOUTHERN SECTION.
1,353	1,503¼	1,503¼	1,617¼	1,873¼	2,043	2,155	2,183	2,960	3,111¾	3,638¼	3,925¼	4,001¼	4,312¾	4,884	5,684¾	6,317¾	TOTAL STATE IMPERIAL.
																	STATE PROVINCIAL.
28	28	28	28	28	28	28	28	28	28	28	28	43	55¼	(d)	(d)	...	CALCUTTA AND SOUTH-EASTERN (d).
...	...	...	...	...	...	...	...	...	57	57	57	57	57	57	57	57	PATNA-GYA.
...	...	...	...	...	...	...	...	...	...	12	12	12	12	12	12	12	DILDÁRNAGAR-GHÁZIPUR.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	36	36	36	BAREILLY-PILIBHEET.
...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	55¼	LUCKNOW-SITAPUR-SIHRÁMAU.
27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	NALHÁTI.
...	...	...	...	53	45	45	79	79	85	85	85	85	193	227	(b)226	245½	TIRHOOT.
...	...	...	...	...	...	...	134½	232	242½	249¾	266½	280	289	286	286	284½	NORTHERN BENGAL.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	10½	85½	85¾	DACCA.
...	...	...	...	...	20	29	29	29	29	78½	139	138	138	249	253½	253½	CAWNPORE-ACHNERA.
...	...	...	...	...	...	...	...	...	...	...	...	...	51	65	65	65	AMRITSAR-PATHÁNKOT.
...	...	...	...	...	...	...	...	...	...	53	98	149	149	149	149	149	NÁGPUR-CHHATTISGARH.
...	...	...	...	...	...	...	161	161	161	161	161	161	254	254	327	327	BURMA.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	26¾	(b)29½	29½	JORHÁT.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7½	CHERRA-COMPANYGANJ.
55½	55½	55½	55½	108½	129½	129½	458½	556½	629¾	745¼	873¾	952½	1,225¾	1,399½	1,553¾	1,631¾	TOTAL STATE PROVINCIAL

(c) Now forms a part of the North-Western Railway.
(d) Acquired from the Bengal Government and included with Eastern Bengal.

Statement showing the annual progress made in the length of

RAILWAYS.	LENGTH OF LINE OPEN AT															
	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
GUARANTEED COMPANIES.																	
MADRAS	...	...	...	65	80½	95½	95½	137	296⅔	447½	477½	570	609½	643⅔	643⅔	675⅔	735½
SOUTH INDIAN ...	...	...	...	...	...	...	...	...	48⅔	82	82	82	100⅔	145½	162½	185⅔	185⅔
GREAT INDIAN PENINSULA	20½	33½	49½	87½	87½	103½	244½	297	437⅓	495	552⅔	585½	701½	815½	852½	873½	873½
BOMBAY, BARODA AND CENTRAL INDIA.	...	...	...	...	...	...	...	35	134	167½	185	305⅔	305⅔	305⅔	305⅔	306⅔	307½
EASTERN BENGAL ...	...	...	...	...	...	...	...	...	...	109⅔	109⅔	109⅔	109⅔	109⅔	109⅔	112	112
OUDH AND ROHILKHAND...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	42	42	42
SIND, PUNJAB, AND DELHI	..	...	...	...	...	...	...	...	109⅓	141⅔	154⅔	154⅔	362⅔	366	412½	412½	630½
TOTAL GUARANTEED COMPANIES.	20½	33½	49½	152½	167⅔	289	339⅔	469	1,027	1,443¼	1,561⅔	1,807½	2,190	2,386	2,528½	2,608	2,886½
ASSISTED COMPANIES.																	
DARJEELING-HIMALAYAN	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
DEOGHUR	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BENGAL AND NORTH-WESTERN.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TARAKESHWAR ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
ROHILKHAND-KUMAUN ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
THATÓN-DUFINZÁIK ...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...
DIBRU-SADIYA ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ASSISTED COMPANIES.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
OTHER COMPANIES.																	
PONDICHERRY ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
WEST OF INDIA PORTUGUESE	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL OTHER COMPANIES.	...	...	...	...	...	...	...	...	...	...	.....	...	...	...	...	...	...
NATIVE STATES																	
KHÁMGAON	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...
AMRÁOTI	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BHOPAL-ITÁRSI ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
HIS HIGHNESS THE GAEKWAR'S MEHSÁNA-WADNAGAR.	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...
HIS HIGHNESS THE NIZAM'S	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
HIS HIGHNESS THE GAEKWAR'S.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BHÁVNAGAR-GONDAL ...	—	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...
MYSORE	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
JODHPORE	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...
RÁJPURA-PATIÁLA ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
WADHWÁN-MORVI ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL NATIVE STATES...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL FOR ALL RAILWAYS.	20½	71	170	272¾	288½	428⅓	626⅓	839¼	1,587⅔	2,335⅔	2,550	2,966⅔	3,872¾	3,568⅔	3,936½	4,016¼	4,294⅔

(a) Purchased by the State shown under "State Impe.ial."
(b) Now forms a part of the North-Western Railway.

Railways open for public traffic in India since their commencement.—concld.

THE END OF THE YEAR.

1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	RAILWAYS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles	GUARANTEED COMPANIES.
781½	830½	830½	858	858	858	858	858	857	857	858	858	861½	860⅔	860⅔	860⅔	828⅔	MADRAS.
185⅔	185⅔	185⅔	185⅔	185⅔	281⅔	474½	599½	612½	633	653½	653½	653½	654½	654½	654½	654	SOUTH INDIAN.
1,258½	1,273½	1,278½	1,278½	1,278½	1,278½	1,278½	1,280½	1,280½	1,287½	1,288	1,288	1,288	1,288	1,288	1,288	1,288	GREAT INDIAN PENINSULA.
312½	349½	389½	389½	406	407⅔	416⅔	421½	421½	421½	421½	421½	438½	438½	438½	438½	438½	BOMBAY, BARODA AND CENTRAL INDIA.
112	157	157	157	159	158½	159	159	159	158⅔	158⅔	158⅔	160	159⅔	(*a*)	(*a*)	...	EASTERN BENGAL.
42	42	293½	456½	540½	543⅔	543⅔	543⅔	546⅔	546⅔	546⅔	546⅔	546⅔	548½	595½	680⅔	686	OUDH AND ROHILKHAND.
666⅔	666⅔	663½	663½	663½	663½	663½	663½	663½	663½	663½	663½	663½	686½	686½	(*b*)	...	SIND, PUNJAB AND DELHI.
3,358⅔	3,501½	3,797⅔	3,988½	4,091½	4,191⅔	4,393⅔	4,525⅔	4,540⅔	4,568½	4,589⅔	4,589⅔	4,611½	4,636½	4,528½	3,922½	3,895⅔	TOTAL GUARANTEED COMPANIES.
																	ASSISTED COMPANIES.
...	...	...	...	...	...	...	...	...	...	30	50	50	50	51	51	51½	DARJEELING-HIMALAYAN.
...	...	...	...	...	...	...	...	...	...	...	...	4	5½	5½	(*c*) 4	4	DEOGHUR.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	303	303	376½	BENGAL AND NORTH-WESTERN.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	22	22½	TARAKESHWAR.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	54½	54½	54½	ROHILKHAND-KUMAUN.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	8	8	THATÓN-DUYINZÁIK.
...	...	...	...	...	...	...	...	...	...	...	...	15	38½	77½	77½	77½	DIBRU-SADIYA.
...	...	...	...	...	...	...	...	...	...	30	50	69	94	521½	520	593⅔	TOTAL ASSISTED COMPANIES.
																	OTHER COMPANIES.
...	...	...	..	...	...	...	...	...	7⅔	7⅔	7⅔	7⅔	7⅔	7⅔	7⅔	7⅔	PONDICHERRY.
...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	41	WEST OF INDIA PORTUGUESE.
....	...	...	...	...	...	...	...	...	7⅔	7⅔	7⅔	7⅔	7⅔	7⅔	7⅔	48⅔	TOTAL OTHER COMPANIES.
																	NATIVE STATES.
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	KHÁMGAON.
...	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	AMBÁOTI.
...	...	...	...	...	...	...	...	...	...	...	...	11½	11½	57	57	57	BHOPAL-LÁTRSI.
...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	21	HIS HIGHNESS THE GAEKWAR'S MEHSÁNA-WADNAGAR.
...	...	...	...	121	121	121	121	121	121	121	121	121	121	121	121	208	HIS HIGHNESS THE NIZAM'S.
...	...	...	20	20	20	20	20	20	40½	56⅔	60½	60½	58⅔	58⅔	58⅔	58⅔	HIS HIGHNESS THE GAEKWAR'S.
...	...	...	...	...	...	...	...	...	...	105	192½	192½	193	193	193½	193½	BHÁVNAGAR-GONDAL.
...	...	...	...	...	...	...	...	...	...	...	58	86	87	140	140	140	MYSORE.
...	...	...	...	...	...	...	...	...	...	...	...	18½	18½	64	64	123½	JODHPORE.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	16	16	RÁJPEEA-PATÁLA.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	67⅔	WADHWÁN-MORVI.
8	14	14	34	155	155	155	155	155	175½	296⅔	445⅔	503⅔	503⅔	663½	688	899½	TOTAL NATIVE STATES.
4,775	5,077½	5,370½	5,695	6,227⅔	6,519	6,833	7,322½	8,212	8,492⅔	9,308	9,892½	10,145½	10,780½	11,999½	12,376½	13,390½	TOTAL FOR ALL RAILWAYS.

(*c*) Rohini Branch, 1¼ miles, closed.

CHAPTER III.

FUEL CONSUMPTION AND SUPPLY.

Fuel consumption.

The total fuel consumed on the Indian Railways during the year 1886 compares as noted below with that of 1885 :—

Year.	Coal.		Coke.	Patent fuel.	Wood.
	English.	Country.			
	Tons.	Tons.	Tons.	Tons.	Tons.
1886 ...	240,063	460,948	9,132	26,212	259,518
1885 ...	225,721	476,277	10,439	28,117	255,178

2. Particulars regarding the source and description of fuel in use on the principal lines, its average cost per ton, and consumption per train mile are given in the following table :—

Railway.	Gauge.	Source and description of fuel used.	Total consumed.	Average cost per ton.	Per train mile.		Consumption per 1,000 gross ton miles during the first half of 1886.
					Consumption.	Cost.	
STATE IMPERIAL.	Ft in.		Tons.	Rs.	Lbs.	As.	Lbs.
East Indian	5′ 6″	Bengal coal	196,918	2·43	47·37	0·82	133·39
Rajputana-Malwa ...	3′ 3¾″	English and Bengal coal, principally the latter ...	79,064	19·97	30·45	4·34	168·68
Southern Mahratta	3′ 3¾″	English coal and wood, principally the former ...	9,215	23·38	29·50	4·93	205·84
North-Western	5′ 6″	English, Bengal and Salt Range coal, patent fuel and wood.	101,528	16·72	37·59	4·48	149·17
Eastern Bengal (*d*)	5′ 6″	Bengal coal	28,932	7·84	46·22	2·59	198·81
Wardha Coal	5′ 6″	Warora coal	3,251	3·26	90·29	2·10	358·79
Bilaspur-Etáwa	5′ 6″	Umaria coal	2..0	2·58	61·36	1·13	(*e*)
STATE PROVINCIAL.							
Cawnpore-Achnera (*f*)	3′ 3¾″	Bengal coal	3,637	14·76	39·81	4·20	207·95
Bareilly-Pilibheet	3′ 3¾″	Wood (Forest Department) ...	(*a*) 792	5·60	(*a*) 55·59	2·22	(*c*)
Lucknow-Sitapur-Sihrámau (*b*) ...	3′ 3¾″	... ...	...	...	...	...	...
Nalhátí	4′ 0″	Bengal coal	360	7·83	19·83	1·11	321·56
Tirhoot	3′ 3¾″	Ditto	7,191	8·06	31·55	1·82	203·58
Northern Bengal	3′ 3¾″	Bengal and Makum coal ...	11,691	10·50	33·87	2·54	194·12
Kaunia-Dharlla	2′ 6″	Ditto	330	15·91	27·03	3·15	622·65
Dacca	3′ 3¾″	Bengal coal	1,752	13·73	28·84	2·83	239·41
Nágpur Chhattisgarh	3′ 3¾″	Warora coal	10,805	7·05	65·94	3·32	312·25
Burma	3′ 2¾″	Patent fuel and wood, principally the former ...	8,472	21·78	25·41	3·54	129·66
Jorhát	2′ 0″	Makum coal	280	17·12	31·36	3·83	1,437·46
Cherra Companygani	2′ 6″	Cherra Poonjee	58	16·80	27·86	3·16	(*c*)
GUARANTEED COMPANIES.							
Madras	5′ 6″	Wood and patent fuel, principally the former ...	(*a*)113,562	5·69	(*a*) 111·91	4·55	(*a*) 440·23
South Indian	3′ 3¾″	English and Australian coal, principally the former ...	23,285	13·10	26·90	2·52	192·69
Great Indian Peninsula ...	5′ 6″	English, Warora, Mohpani and Bengal coal and wood, but principally English coal ...	187,140	11·15	48·68	3·88	174·59
Bombay, Baroda, and Central India	5′ 6″	English coal and wood; a very small percentage of the latter.	42,048	14·77	41·27	4·35	111·88
Oudh and Rohilkhand	5′ 6″	Bengal coal	40,661	11·25	44·07	3·54	149·39
ASSISTED COMPANIES.							
Darjeeling-Himalayan	2′ 0″	Bengal and Makum coal ...	2,033	15·66	41·82	4·68	(*c*)
Deoghur	3′ 3¾″	Bengal coal	193	5·00	31·87	1·00	(*c*)
Bengal and North-Western ...	3′ 3¾″	Ditto	10,190	10·86	32·04	2·48	161·66
Rohilkhand-Kumaun	3′ 3¾″	Wood (Forest Department) ...	(*a*) 1,719	5·53	(*a*) 56·93	2·25	(*a*) 378·68
Thatón-Doyinzáik (*g*)	2′ 6″	... ...	...	...	...	...	...
Dibru-Sadiya	3′ 3¾″	Makum coal	1,836	8·44	42·97	2·59	(*c*)
NATIVE STATES.							
His Highness the Gaekwar's ...	2′ 6″	English coal and wood ...	625	17·47	20·96	2·61	375·46
His Highness the Nizam's ...	5′ 6″	Wood (obtained locally) ...	(*a*) 22,620	3·53	(*a*) 130·75	3·29	(*a*) 425·10
Mysore	3′ 3¾″	English coal and wood (Forest Department) ...	(*a*) 6,324	5·80	(*a*) 95·70	3·95	(*a*) 623·60
Bhavnagar-Gondal	3′ 3¾″	English coal	2,341	19·98	21·28	3·04	153·27
Jodhpore	3′ 3¾″	Ditto	557	31·54	21·46	4·84	(*c*)
Wadhwán-Morvi (*h*)	2′ 6″	... ...	...	...	...	...	...

(*a*) In terms of wood.
(*b*) Line worked by Oudh and Rohilkhand Railway Company.
(*c*) Information not available.
(*d*) Includes the Bengal Central Railway.
(*e*) Opened for traffic in the second half of 1886.
(*f*) Figures furnished relate to the first half of 1886 only.
(*g*) Return not received.
(*h*) Information not furnished.

Kurhurbaree and Serampore Collieries.

3. The East Indian Railway Collieries at Kurhurbaree and Serampore supplied 178,431 tons of steam coal for use on the undertaking, the issue price for the year being Rs. 2-4-0 per ton.

Warora Colliery.

4. At the Warora Colliery the "Waddle fan" for ventilating the mines has been fitted up; the buildings, however, remain to be finished when time offers. The Mining Engineer reports that when certain stoppings and walls for directing the current of air in the pit are complete, the ventilation by this fan will be perfect.

During the official year 1886-87 the out-put of coal was 111,915 tons against 96,258 tons of the previous year; the increase of 15,657 tons in the year under report is due to large demands from the Great Indian Peninsula Railway Company, who, during 1886-87, took 9,480 tons more than in 1885-86, or 15,364 tons in excess of the quantity provided in the agreement.

During the year under review the fires in the mine continued to be a source of expense and anxiety to all engaged on the work. That part of the mine known as the "South-East Broken" showed signs of approaching combustion. It was, however, promptly walled off, so far arresting more mischief.

The Colliery by itself paid about 11 per cent. during 1886, and the sinking fund to end of December 1886 amounted to Rs. 94,048,

Umaria Colliery.

5. At the Umaria Colliery it is believed that, as shafts Nos. 2 and 3 have now been sunk below the lower seam of coal, there is no immediate necessity for sinking other shafts, as the area of coal which can now be won without further outlay is sufficient for the present. The out-put during the year was 7,721 tons.

The cost per ton is excessive, due to the small out-put, and until the demands necessitate an out-put of 5,000 or 6,000 tons per month it is likely to remain so.

The principal customers are the Great Indian Peninsula and Indian Midland Railway Companies.

The cost at the pit's mouth per ton of coal is—

	Rs.	A.	P.
Large coal	5	8	0
Small „	3	0	0

The subordinates' staff quarters, engine-house, boiler-house, and head-gear at No. 3 pit are practically finished. A building for reception of stores for the Railway and the Colliery is in course of completion, as also a shop for the execution of repairs to machinery.

Dandot Colliery.

6. It is intended to work the Dandot Colliery generally on the system indicated by Mr. W. Donkin, the Mining Engineer, sent from Warora, by a combination of the "pillar and stall" and the "long wall" systems, that is, by dividing the area under operation into squares by series of driftways at right angles to each other, spaced about 10 yards apart, and leaving square pillars between of that size; these pillars to be then removed completely by the long wall system, that is, by supporting the roof along the furthest face of each pillar by a double or treble row of props, and taking off the coal from the whole length of that face simultaneously for one or two feet, then taking out the back row of props, and putting them in as the front row next the working face, and so on, the roof coming down behind the props gradually.

The nummulitic limestone 180 feet thick overlying the coal is higher on the west than the east, and the plateau for mining purposes is divided in two by an anticlinal fold running north-east and south-west across the middle.

Each of these two portions of the plateau will require its own system of drainage. Little is known as yet of the reduced level of the coal in the north-west portion, and it cannot yet be determined at what points the water and the coal from it will be taken out. The south-east portion only will be worked at first. The surface of the plateau is 1,500 feet above the valley of the Jhelum which extends up to its foot. The shallow depressions in the surface are filled with alluvium, which is cultivated by the villagers of Dandot. The weathering of the rocks underlying the coal has resulted in the plateau being completely surrounded by precipices of limestone of 100 to 150 feet high with a talus of débris below, under which the outcrop of the coal is concealed,

It seems nearly certain that the coal of the south-east portion slopes in a curved form from south-west to north-east, with the middle part lower than the coal under the anticlinal ridge, and then under a line parallel thereto, passing through the village of Dandot, and that the lowest point of the coal is near the trial drift No. 3 E. now in progress, close to where the Nara springs issue from the rock.

It is here that it is intended to drive a tunnel through the débris and lower strata, rising slightly as it goes in, and at such a level as to draw off all the water from the mine by gravity, without pumping, and through which also the coal tubs will be hand-shunted down the slope of say 1 in 150, to the mouth.

It is expected that good natural ventilation will be secured by making this low level tunnel one extremity of the circulating system, and the other extremity a chimney built up, leaning against the cliff above the tunnel. The difference of level of the two extremities would thus be some 300 feet; and if, during the change of seasons, the natural draught should at any time be found insufficient, it can be forced by burning a little of the waste coal in the chimney.

The tunnel will be commenced as soon as the coal has been struck in No. 3 E. and the degree and direction of its slope has been ascertained.

From the tunnel mouth the coal will be conveyed in wagons running on a 2-feet gauge tramway, being lowered down the inclines by means of wire ropes and brake gear to the transhipment yard, where the coal will be tipped direct into the 5′ 6″ gauge wagons of the North-Western Railway, and passed over the weigh-bridge. Thence a branch, 5′ 6″ gauge, of two miles, leads into Khewra Station, with grades of 1 in 36, chiefly downwards.

It is intended to lower 12 tubs at a time on the inclines, each holding 9 cwt. of coal, the full tubs hauling up the empty ones. Gravity will only give a small margin of power, and it is intended to provide steam power at the head of each incline to be used occasionally in hauling up timber, stone, and stores for the mine and miners.

If only 6 trains an hour be sent down thus for only 10 hours a day, the works would deliver 334 tons a day. This could be greatly increased, but the estimated requirements of the North-Western Railway are at most 300 tons a day, and there will be no other considerable demand.

The quality of the coal improves on getting further in from the outcrop, and in No. 2 E. drift the thickness has increased from 3 to 3½ feet. It seems probable, contrary to first expectations, that all the large coal produced can be used without being made into block fuel, and it remains to be seen whether it will be necessary or desirable to pick out the pyrites from it by hand.

There will, however, be a large quantity of screenings and dust, but the prospects of making this into block fuel economically do not seem good. The attempts on a small scale to cement it with 10 per cent. of lime under pressure resulted in blocks as weak and friable as the original coal, and while, of course, costing more, they had to be consumed in larger quantity. The only way to make good block fuel appears to be with pitch and hot dry coal-dust. The necessary plant would be costly, and the enterprise should not be entered on until it can be proved that it will pay. The cost of pitch from England appears to be prohibitory.

The difficulties of obtaining a sufficient quantity of pitch at a suitable price from the pine forests of the Punjab seem insuperable, and though it is probable that a suitable material for the purpose could be obtained by distilling the thick petroleum from Khatun, no experiments with this object have yet been made, nor is it yet certain that there will be any reliable supply of the petroleum.

Should it be found desirable to establish the manufacture of block fuel and to wash the coal, the works might be on the banks of the Jhelum close to the bridge at Chak Nizám.

During the year a mule road for the purpose of reducing the distance for the pack-animals to about 5½ miles from Ratta Katta to Khewra was finished, thus greatly reducing the cost of carriage of coal as well as of the carriage of rails and other materials and plant.

No. 2 incline was practically complete at the end of the year, the permanent-way only requiring to be laid.

On No. 1 incline a 60-feet bridge was well in hand and earthwork being pushed on.

On the broad-gauge siding the earthwork and masonry of bridges was finished and the permanent-way was distribu'ed.

In experiments made with Dandot coal in June and July 1886 it was shown that the consumption of Dandot coal was about 25 per cent. in excess of Bengal coal. This result may be considered very satisfactory, as the drivers were new to the fuel and the coal experimented upon had borne many transhipments and had not been screened before being used.

If the Dandot coal can be supplied at Rs. 5 per ton, it is estimated that the saving on the 11,000 tons burnt annually on the Lala Musa to Peshawar Section would not be less than Rs. 2,83,000 per annum, without counting the saving on the Sind-Sagar Railway.

Singareni Coal-fields.

7. The Singareni Coal-fields were first tested by actual borings in 1872 to 1874 and the old pits were made over to the concessionaires of the Hyderabad mining interests in January 1886.

In April of the same year it was determined to extend the explorations, and in May some machinery was sent off from Warangal for that purpose.

Owing to difficulties of access the machinery did not reach the coal-fields until towards the middle of June. It was then at once erected and the old pit cleared out. Coal-cutting was commenced towards the latter end of July, but owing to sickness amongst the men and unskilled labourers, but little was done during the autumn.

Since the commencement of operations, about 1,500 tons of coal have been brought to surface and stacked near to the pit's mouth. Two other shafts are being sunk, and heavier machinery is under provision from England, which will be led to site by the Railway now advanced to within 15 miles of the coal-fields.

The quality of the coal won is excellent and entirely bears out the good opinion first expressed concerning it.

Khost.

8. Indications of coal having been discovered on the hill side opposite Khost Station on the Sind-Pishin Railway, an experimental tunnel was driven. The vein of coal was found to be 2′ 4″ thick with a thin clay seam of 3 inches dividing it. In this seam nodules of iron and antimony were found. After a sufficient supply had been mined, it was thought advisable to experiment on it, and in the trial trips made on the Railway it was shown that the coal was only slightly inferior to the English coal obtained from Kurrachee. It fired well and did not show any sign of clinker. Further investigations have been ordered.

Petroleum Borings at Khatun.

9. The results of last year's experimental borings fully justified the continuance of operations on a larger scale at the Petroleum Borings at Khatun. It was therefore decided to open shallow wells sufficient to establish the fact of a supply of petroleum at the rate of not less than 50,000 barrels per annum, and at the same time to execute a deep boring with the view of reaching the "live oil." This Mr. Townsend believes to exist at a depth of 1,000 to 1,200 feet.

To enable this scheme to be carried out Rs. 37,000 was sanctioned for additional plant and machinery, and Mr. Townsend was deputed to purchase the same in Europe and America.

All the machinery, &c., had arrived at Khatun by the end of the official year and two sets of drilling tools were expected to start work in April 1887. During the year extra quarters for the staff were built. No. 2 boring was cleaned out and enlarged by riming, to admit of larger casing. This boring was down to a depth of 510 feet on the 1st March and was full of oil to the top, oil having been struck at every few feet.

A third derrick and rig complete has been erected near No. 2. A larger one with a view to deep boring has been erected midway between Nos. 2 and 3. A fifth is also ready for erection. The surface excavations for Nos. 3 and 4 borings have been completed and plank conductors inserted to the rock below the gravel.

No traces of oil have been found along the line of railway nearer than Khatun, or any on the Khwaja-Amran range.

A survey for a line of railway from the oil-fields to Babar Kach, a station on the Sind-Pishin Railway, has been made. The line proposed is 43 miles in length, and the rough estimate of its cost on a 2-feet gauge, and making use of the old metre-gauge rails (40 lbs.) available from the North-Western Railway, amounts to 10½ lakhs.

Petroleum fuel experiments on the North-Western Railway.

10. On the 20th June two locomotives fitted up for burning petroleum were put on the main line running between Sukkur and Radhan, a distance of 79 miles. The results were most satisfactory. It was found that the cost per 100 miles worked, for various kinds of fuel was as follows:—

	Rs.
Patent fuel...	54·23
Coal	51·14 to 57·4
Petroleum	36·8
Wood	15·8 to 30

The average evaporation power of petroleum was found to be 9·82 lbs. of water per pound of fuel, as compared with—

	Lbs.
Patent fuel	7·71
Coal	6·91

Petroleum is therefore cheaper than coal or patent fuel, but more costly than wood. The cost of wood fuel, however, is increasing yearly owing to its scarcity. On the Sind-Pishin Section, where wood fuel is not obtainable, petroleum would be invaluable.

The average consumption of petroleum, according to the experiments made, was 28 lbs. per train mile, one gallon of oil weighing 8½ lbs. nearly.

The oil is very thick in its crude state and contains earth, water, and sulphuric acid, so much so that, in order to get it to burn, it was found necessary to strain it to get rid of the earth, and to boil it in the tank of the engine tender to clear it of the sulphuric acid and water. This boiling was done by placing in the tank a coil of piping through which a constant flow of steam was maintained. The 20 trial trips run on traffic trains proved that this fuel could be used with ease and with very great advantage. Although the fuel was a novelty to the drivers, the engines were worked without a hitch.

The approximate cost of altering an engine of the H. class for the purpose of burning petroleum is Rs. 500, and for L.-class engines Rs. 868.

Two hundred gallons of the petroleum oil taken out of the Khatun oil-fields have been sent to England to be analysed, to see if it is capable of being separated into oil for lubricating or lighting purposes or into pitch for manufacturing block fuel; also to find out what would be the probable cost of producing 20 tons of pitch per day and the best method of making block fuel.

Makum (Assam) Coal.

11. The Makum mines are now four in number, three underground and one quarry. The latter is found unprofitable and is being abandoned for underground work. The mines are named Thikak, Ledo Valley, and Upper Ledo, and the quality of the coal from all is the same.

The coal continues to enjoy the confidence of the public. Its sale to the river steamers and tea factories is increasing. It has been contracted for by the Dacca State Railway, the Kaunia-Dharlla State Railway, and by the Eastern Bengal State Railway—by the latter for smithy purposes. It is being largely enquired for by the Ocean steamer lines trading with Calcutta, also by the Eastern Bengal State Railway system. It has been found suitable to the engines of the Darjeeling-Himalayan Railway and the Northern Bengal State Railway, but the difficulty of access to these two railways from the River Brahmaputra prevents its extensive use by their administrations. The coal continues dusty, though it is being mined deep in the hill sides. But its nature is beginning to be understood, and its friability is not found to be a drawback to its use as a steam fuel.

The coke is found to be saleable to the tea factories of Lakhimpur to an extent of about 3,000 tons per annum. The Company is preparing by means of an increased labour force to enlarge the output of coal to 100,000 tons yearly.

The out-put in the 12 months under review was 71,918 tons.

CHAPTER IV.

STORES.—ROLLING STOCK.

Expenditure in England.

The total expenditure on State Railway stores purchased in England through the agency of the India Office during the twelve months ending the 31st December 1886 has been—

	£
A.—Iron bridgework	179,779
B.—Engineer's plant	56,890
C.—Workshop machinery	6,449
D.—Permanent-way	195,744
E.—Locomotive and rolling-stock	251,121
F.—Station materials and fencing	27,244
G.—Tools and stores	43,433
Total ...	760,660

Expenditure in India.

2. The total expenditure by the Port Storekeepers at Calcutta, Bombay, and Kurrachee on account of State Railway stores purchased locally during 1886-87 has been—

	Rs.
Calcutta	7,37,000
Bombay	6,96,250
Kurrachee	14,51,597
Total ...	28,84,847

The heavy payments at Kurrachee include about 7¼ lakhs for coal and patent fuel and 2½ lakhs for teak timber purchased for the North-Western Railway.

Cost of establishment at ports.

3. The cost of the several Port Stores establishments maintained at Calcutta, Bombay, and Kurrachee for the year 1886-87 has been—

	Rs.
Calcutta	24,433
Bombay	21,857
Kurrachee	19,510
Total ...	65,800

Ships employed.

4. The number of ships employed in bringing out State Railway stores during the calendar year 1886 was—

	No.	Tons.
To Calcutta	84	17,493
„ Bombay	82	6,655
„ Kurrachee	117	145,455
„ Madras	29	4,367
„ Rangoon	7	595
Total ...	319	174,565

5. The value of stores lost at sea during 1886-87 amounted to £2,877-3-9. This was occasioned by the foundering in the Red Sea of the S.S. *Avocet*, which sailed from England on the 1st February 1887 with 4,154 (about 600 tons) Vignoles' flat-footed steel rails, 41¼ lbs. per yard, for the Bellary-Kistna State Railway. Under existing rules, however, all losses of this nature are dealt with finally in the Home accounts, the State Railway Department paying a fixed charge of 1 per cent. on each consignment in consideration of the Home authorities accepting liability for losses occurring at sea.

Insurance.

6. The following table shows the fluctuations during the calendar year 1886 in the value of imported stores held in reserve at Calcutta, Bombay, and Kurrachee :—

Reserve Stores.

Port.	Balance on 1st January 1886.	Balance on 31st December 1886.	Decrease.	Increase.	Remarks.
	£	£	£	£	
Calcutta	36,300	24,900	11,400	...	
Bombay	13,365	4,012	9,353	...	
Kurrachee	10,071	43,763*	...	33,692	* Includes £35,344 for cost of 42 spans 100-feet girders originally imported for the Jhansi-Manikpur Railway, but not now required by that line. Negotiations are now in progress for the supply of 25 of these girders to the Punjab Government for use in the Buildings and Roads Branch of that Province.
Total ...	59,736	72,675	...	12,939	

Table showing the number of locomotives and vehicles on the various Lines.

Railway.	Locomotives.		Coaching Vehicles.		Goods Vehicles.		Brake-Vans.		Total Number of Vehicles.		Remarks.
	Number on 31st December 1885.	Number on 31st December 1886.	Number on 31st December 1885.	Number on 31st December 1886.	Number on 31st December 1885.	Number on 31st December 1886.	Number on 31st December 1885.	Number on 31st December 1886.	Number on 31st December 1885.	Number on 31st December 1886.	
5′ 6″ GAUGE.											
STATE IMPERIAL.											
East Indian	576	576	1,218	1,218	8,951	8 951	341	341	10,510	10,510	
North-Western	(a)	(b)573	(a)	(b)1,248	(a)	(b)8,627	(a)	(b)372	(a)	(b)10,247	
Eastern Bengal	82	81	304	317	1,639	1,596	48	43	1,991	1,956	
Wardha Coal	7	7	14	13	325	363	10	8	349	384	
Bengal Central	Included with the Eastern Bengal State Railway.										
Bilaspur-Etáwa	...	6	...	1	...	162	...	8	...	171	
Punjab Northern	82	(c)	261	(c)	1,252	(c)	112	(c)	1,625	(c)	
Indus Valley	189	(c)	310	(c)	3,052	(c)	107	(c)	3,469	(c)	
STATE PROVINCIAL.											
Amritsar-Pathánkot ...	5	(d)	24	(d)	130	(d)	5	(d)	159	(d)	
GUARANTEED COMPANIES.											
Madras	149	157	483	541	2,828	2,779	138	138	3,449	3,458	
Great Indian Peninsula ...	542	560	(e) 979	1,011	7,783	7,783	538	566	9,300	9,360	
Bombay, Baroda and Central India	123	123	356	365	3,258	3,558	68	84	3,682	4,007	
Oudh and Rohilkhand ...	141	150	357	400	3,357	3,349	90	90	3,804	4,339	
Sind, Punjab and Delhi ...	159	(c)	593	(c)	3,393	(c)	127	(c)	4,113	(c)	
NATIVE STATES.											
His Highness the Nizam's ...	13	23	59	85	185	271	15	27	209	383	
Rájpura-Patiála	Worked with Stock provided by the North-Western Railway.										
Total 5′ 6″ Gauge ...	2,068	2,256	4,958	5,199	36,103	37,939	1,599	1,677	42,660	44,815	
METRE AND SMALLER GAUGE.											
STATE IMPERIAL.											
Rajputana-Malwa	360	399	1,070	(f)1,237	6,319	7,283	257	279	7,646	8,799	
Southern Mahratta	69	94	122	212	757	1,386	27	48	906	1,613	
Sind-Sagar, Eastern Section ...	14	14	33	12	224	51	10	3	267	66	
STATE PROVINCIAL.											
Cawnpore-Achnera	35	(g)	164	(g)	517	(g)	26	(g)	707	(g)	
Bareilly-Pilibhet	Worked with Stock provided by the Rohilkhand-Kumaun Railway Company.										
Lucknow-Sitapur-Sihrámau ...	...	13	...	53	...	227	...	10	...	290	
Nalháti	4	4	12	10	24	24	2	2	38	36	
Tirhoot	37	37	102	135	(h) 527	622	20	22	649	779	
Northern Bengal	49	54	138	136	969	929	30	29	1,137	1,094	
Kaunia-Dharella	5	5	24	25	67	67	3	3	94	95	
Dacca	14	14	21	45	135	257	5	10	161	312	
Nágpur-Chhattisgarh ...	27	27	66	72	752	752	24	24	842	848	
Burma	52	57	305	335	1,597	1,629	41	41	1,943	2,005	
Jorhát	3	4	2	4	54	59	3	1	59	64	
Cherra-Companygany ...	...	2	...	4	...	86	...	...	...	90	
GUARANTEED COMPANIES.											
South Indian	126	124	462	461	1,805	1,815	87	87	2,354	2,363	
ASSISTED COMPANIES.											
Darjeeling-Himalayan ...	13	12	39	41	94	91	...	...	133	132	
Deoghur	2	2	10	10	6	6	...	...	16	16	
Bengal and North-Western ...	40	40	153	160	744	950	32	36	929	1,146	
Rohilkhand-Kumaun	8	8	43	45	142	142	12	12	197	199	
Dibru-Sadiya	12	11	14	14	380	376	13	12	407	402	
NATIVE STATES.											
His Highness the Gaekwar's ...	6	6	27	27	187	187	6	6	220	220	
Bhavnagar-Gondal	20	20	115	115	589	589	22	22	726	726	
Mysore	19	21	100	103	261	273	9	9	370	385	
Jodhpore	4	5	16	18	51	57	3	3	70	78	
Wadhwán-Morvi	3	5	6	14	16	42	...	2	22	58	
Total Narrow Gauge ...	922	978	3,044	3,288	16,217	17,897	632	661	19,893	21,846	

(a) The figures for 1885 are shown separately under Punjab Northern, Indus Valley, and Sind, Punjab and Delhi Railways.
(b) The number of locomotives and vehicles are inclusive of stock belonging to the Amritsar-Pathánkot Railway and Frontier Lines not yet incorporated with North-Western Railway.
(c) Shown under North-Western.
(d) Worked by the North-Western Railway. No separate return received.
(e) Includes 78 compound 3rd class incline vans.
(f) Includes 22 travelling cranes.
(g) Transferred to Rajputana-Malwa Railway, with effect from 1st October 1886.
(h) Erroneously entered as 534 in last year's Administration Report.

Note.—The return of the Thatón-Duyinzáik Railway has not been received.

Statement showing the number of engines and vehicles used in conveying traffic and

Railway.	Number of engines and vehicles used in conveying						
	Engines.	Carriages.					
		1st class.	2nd class.	3rd or intermediate class.	4th or lowest class.	Composite.	Total number.
STATE IMPERIAL.							
East Indian	576	91	109	61	745	26	1,032
Rajputana-Malwa	399	116	94	44	727	71	1,052
Southern Mahratta	94	11	7	163	...	7	188
North-Western	587	126	88	55	726	58	1,053
Eastern Bengal	81	27	9	80	104	43	263
Wardha Coal	7	1	1	5	6	...	13
Bengal Central	Worked by Eastern Bengal State Railway.						
Bilaspur-Etáwa	6	...	...	...	...	1	1
Total State Imperial	1,750	372	308	408	2,308	206	3,602
STATE PROVINCIAL.							
Cawnpore-Achnera	...	Included with Rajputana-Malwa.					
Bareilly-Pilibheet	Worked with stock provided by the Rohilkhand-Kumaun Railway Company.						
Lucknow-Sitapur-Sihrámau	13	...	(b)10	...	(c)43	...	53.
Nalhátí	4	2	1	5	...	2	10
Tirhoot	37	21	10	...	71	12	114
Northern Bengal	54	21	9	10	64	18	117
Kaunia-Dharlla	5	1	...	...	19	5	25
Dacca	14	4	2	4	24	5	39
Amritsar-Pathánkot	....	...	...	Included with North-Western Railway.			
Nágpur-Chhattisgarh	27	2	2	10	36	15	65
Burma	57	15	33	239	...	20	307
Jorhát	4	...	...	...	(c)2	2	4
Cherra-Companygani	2	...	...	2	...	2	4
Total State Provincial	217	66	67	270	259	76	738
GUARANTEED COMPANIES.							
Madras	157	43	67	303	...	28	441
South Indian	124	20	27	27	320	26	420
Great Indian Peninsula	560	83	150	553	....	73	859
Bombay, Baroda and Central India	123	25	42	244	...	18	329
Oudh and Rohilkhand	150	...	(c)65	36	(c)270	2	373
Total Guaranteed Companies	1,114	171	351	1,163	590	147	2,422
ASSISTED COMPANIES.							
Darjeeling-Himalayan	12	(f)11	(g)12	(h)13	....	1	37
Dhoghur	2	...	....	8	....	2	10
Bengal and North-Western	40	8	...	4	119	18	149
Rohilkhand-Kumaun	8	11	...	3	26	3	43
Thatón-Duyinzáik (i)	...	...	...	...	...	...	...
Dibru-Sadiya	11	1	...	7	...	5	13
Total Assisted Companies	73	31	12	35	145	29	252
NATIVE STATES.							
His Highness the Gaekwar's	6	...	(f)5	...	(c)22	...	27
His Highness the Nizam's	23	10	8	51	...	3	72
Mysore	21	14	6	73	...	1	94
Bhavnagar-Gondal	20	15	6	74	...	2	97
Jodhpore	5	3	2	10	...	1	16
Rájpura-Patiála	Worked with stock provided by the North-Western Railway.						
Wadhwán-Morvi	5	...	(k)4	...	(c)9	1	14
Total Native States	80	42	31	208	31	8	320
TOTAL FOR ALL RAILWAYS	3,234	682	769	2,084	3,333	466	7,334

(a) Includes 22 travelling cranes.
(b) 9 upper class and 1 officer's carriage.
(c) Called lower class.
(d) Includes 5 platelayers' trollies.
(e) 61 upper class and 4 officers' carriages.
(f) Includes 5 1st class trollies.
(g) Includes 6 2nd class trollies.
(h) 3rd class trollies.

Note.—The figures of the Cawnpore-Achnera State

the number of miles travelled by trains during the year ending 31st December 1886.

TRAFFIC.			NUMBER OF TRAIN-MILES RUN.					
Miscellaneous coaching vehicles (excluding brakes).	Goods vehicles of all descriptions (excluding brakes).	Brake-vans.	Passenger.	Goods.	Mixed.	Total passenger and goods.	Number of train-miles per open mile.	Railway.
								STATE IMPERIAL.
186	8,951	341	3,693,753	5,618,799	2,892,561	9,312,552	5,437·45	East Indian.
(*a*) 185	7,283	279	1,995,864	3,821,213	2,155,875	5,817,077	3,944·00	Rajputana-Malwa.
24	1,383	48	204,542	495,091	304,199	699,633	2,049·49	Southern Mahratta.
207	8,678	375	2,242,185	3,807,938	2,687,222	6,050,123	3,246·16	North-Western.
54	1,596	43	594,270	528,803	157,660	1,123,073	4,805·82	Eastern Bengal.
...	363	8	22,404	58,246	65,700	80,650	1,792·22	Wardha Coal.
...	...	...	203,266	75,640	238,482	278,906	2,227·86	Bengal Central.
...	162	8	2,873	5,163	4,465	8,036	217·20	Bilaspur-Etáwa.
656	28,416	1,102	8,959,157	14,410,893	8,506,074	23,370,050	4,027·38	Total State Imperial.
								STATE PROVINCIAL.
...	...	...	111,397	93,237	181,406	204,634	808·10	Cawnpore-Achnera.
...	...	...	11,340	20,576	26,280	31,916	886·56	Bareilly-Pilibheet.
...	227	10	3,754	7,628	7,927	11,382	1,642·57	Lucknow-Sitapur-Sihrámau.
...	24	2	25,114	15,551	39,785	40,065	1,492·29	Nalhátí.
21	622	22	244,230	266,355	368,859	510,585	2,121·78	Tirhoot.
19	929	29	250,791	482,605	327,972	733,396	2,912·41	Northern Bengal.
...	67	3	13,210	13,552	26,712	26,772	722·98	Kaunia-Dhamlla.
6	257	10	74,483	60,060	81,866	134,543	1,565·91	Dacca.
...			...	...	...	...	...	Amritsar-Pathánkot.
7	752	24	95,175	271,896	247,685	367,071	2,463·56	Nágpur-Chhattisgarh.
28	1,629	41	516,579	316,335	236,425	832,914	2,547·14	Burma.
...	(*d*)59	1	5,246	14,753	10,081	19,999	781·21	Jorhát.
...	86	...	1,607	3,056	2,140	4,663	841·70	Cherra-Companygunj.
81	4,652	142	1,352,926	1,565,614	1,556,978	2,918,540	2,114·75	Total State Provincial.
								GUARANTEED COMPANIES.
100	2,779	138	973,753	1,299,320	699,630	2,273,073	2,611·82	Madras.
41	1,815	87	850,364	1,088,873	757,441	1,939,237	2,929·36	South Indian.
152	7,783	566	2,811,418	5,799,745	543,195	8,611,163	5,736·07	Great Indian Peninsula.
36	3,558	84	977,612	1,304,714	461,728	2,282,326	4,951·00	Bombay, Baroda, and Central India.
27	3,849	90	1,007,622	1,058,870	1,008,280	2,066,492	3,032·86	Oudh and Rohilkhand.
356	19,784	965	6,620,769	10,551,522	3,470,274	17,172,291	4,121·92	Total Guaranteed Companies.
								ASSISTED COMPANIES.
4	91	...	37,830	71,048	...	108,878	2,140·32	Darjeeling-Himalayan.
...	6	...	...	...	...	13,530	2,824·68	Deoghur.
11	950	36	262,352	450,142	414,208	712,494	2,325·37	Bengal and North-Western.
2	142	12	28,772	38,863	49,549	67,635	1,009·48	Rohilkhand-Kumaun.
...	...	...	...	...	...	...	...	Thatón-Doyinzáik (*i*).
1	376	12	36,878	56,830	58,318	95,708	1,227·06	Dibrú-Sadiya.
18	1,565	60	367,832	616,883	522,075	(*l*)998,245	1,968·69	Total Assisted Companies.
								NATIVE STATES.
...	187	6	33,183	33,609	43,104	66,792	1,136·00	His Highness the Gaekwar's.
13	271	27	194,659	192,859	228,196	387,518	1,857·62	His Highness the Nizam's.
9	278	9	69,840	78,196	105,568	148,036	1,059·29	Mysore.
18	589	22	172,435	126,637	143,814	299,072	1,548·87	Bhavnagar-Gondal.
2	57	3	29,655	28,502	46,954	58,157	908·70	Jodhpore.
			16,963	8,413	23,104	25,376	1,606·08	Rájpúra-Patiála.
...	42	2	16,920	14,837	31,757	31,757	866·00	Wadhwán-Morvi.
42	1,419	69	533,655	483,053	622,487	1,016,708	1,467·62	Total Native States.
1,153	55,836	2,338	17,834,339	27,627,965	14,677,888	(*l*) 45,475,834	3,623·91	TOTAL FOR ALL RAILWAYS.

(*i*) Return not received.
(*j*) 3 upper class and 2 State saloon carriages.
(*k*) Called upper class.
Railway are for the first 6 months of 1886 only.

(*l*) Includes the train mileage (miles 13,530) run on the Deoghur Railway, not shown in columns "Passenger" and "Goods."

7. The following statement gives the average number of locomotives employed on the principal Railways and the average work obtained from each during the two halves of 1886:—

Railway.	Number of Locomotives.		Total Engine Mileage.		Average Mileage per Engine.		Average Mileage per Engine per diem.	
	Half-year ending 30th June 1886.	Half-year ending 31st December 1886.	Half-year ending 30th June 1886.	Half-year ending 31st December 1886.	Half-year ending 30th June 1886.	Half-year ending 31st December 1886.	Half-year ending 30th June 1886.	Half-year ending 31st December 1886.
5′ 6″ Gauge.								
STATE IMPERIAL.								
East Indian	562	575	5,605,861	5,010,263	9,975	8,714	55·11	47·36
North-Western	451	471	3,676,722	3,364,221	8,152	7,143	45·04	38·82
Eastern Bengal	82	(a) 78	826,086	(a)922,292	10,074	(a) 11,824	55·66	(a) 64·26
GUARANTEED COMPANIES.								
Madras	149	157	1,261,005	1,344,172	8,464	8,562	46·76	46·53
Great Indian Peninsula ...	560	560	5,294,019	4,274,450	9,454	7,633	52·23	41·48
Bombay, Baroda and Central India.	123	(a) 123	1,375,108	(a) 1,129,618	11,180	(a) 9,184	61·77	(a) 49·91
Oudh and Rohilkhand ...	(b)150	(b) 150	1,380,983	1,205,987	9,524	8,317	52·62	45·20
NATIVE STATES.								
His Highness the Nizam's ...	23	22	182,789	231,658	7,947	10,530	43·90	57·28
Metre Gauge.								
STATE IMPERIAL.								
Rajputana-Malwa	364	(a) 399	3,370,855	(a) (c) 3,125,139	9,261	7,832	51·17	42·56
STATE PROVINCIAL.								
Tirhoot	37	(a) 37	325,540	(a)321,189	8,798	(a) 8,681	48·61	(a) 47·18
Northern Bengal	43	42	424,243	398,631	9,866	9,491	54·51	51·58
Cawnpore-Achnera	33	(d)	225,576	(d)	6,836	(d)	37·77	(d)
Nágpur-Chhattisgarh ...	26	26	267,128	135,991	10,274	5,230	56·76	28·42
Burma	48	40	570,159	425,120	11,878	10,628	65·62	57·76
GUARANTEED COMPANIES.								
South Indian	124	(a) 124	1,109,349	(a) 1,144,786	8,946	(a) 9,232	49·43	(a) 50·17
NATIVE STATES.								
His Highness the Gaekwar's (2′ 6″ gauge).	6	(a) 6	33,574	(a)33,691	5,596	(a) 5,615	30·92	(a) 30·52
Bhavnagar-Gondal ...	20	20	182,069	1,29,202	9,103	6,460	50·29	35·11
Mysore	13	(a) 15	78,419	(a)90,572	6,032	(a) 6,038	33·33	(a) 32·81

(a) Analyses of working not received. Figures taken from Revenue Accounts.
(b) Calculations based on 145 locomotive engines.
(c) Excludes mileage run by 31 Cawnpore-Achnera Railway engines during the 3rd quarter of 1886.
(d) Figures not available. Working taken over by Bombay, Baroda and Central India Railway from 1st October 1886.

CHAPTER V.

CAPITAL.

The total Capital expenditure on Indian Railways up to the 31st December 1886, including lines under construction and survey, amounted to £178,370,776, which may be allocated as follows:—

	£
East Indian	35,644,523
Eastern Bengal	5,021,948
North-Western	29,409,767
Guaranteed	57,237,880
Assisted Companies	3,423,367
State, Imperial, and Provincial	42,794,618
Native States	4,838,693

The Indian expenditure on Guaranteed lines is converted into sterling at the contract rates of exchange, that on other lines at 2*s.* the rupee. On the State lines the indirect charges are not included.

2. The total amount of Capital raised by the various Guaranteed and Assisted Railway Companies, and by Imperial lines worked by Companies, as far as known, amounted, on 31st December 1886, to £65,922,452, as under—

GUARANTEED RAILWAYS.

£			
43,350,811	...	Consists of Share Capital raised at	5 per cent.
1,166,864	...	ditto ditto	4¾ „
500,000	...	ditto ditto	4½ „
3,131,300	...	ditto debentures raised at	4 „
4,414,000	...	ditto ditto	3½ „
425,000	...	ditto debenture stock raised at	4½ „
3,086,150	...	ditto ditto	4 „
136,169	...	Capital not bearing interest.	
Total ... 56,210,294			

IMPERIAL LINES WORKED BY COMPANIES.

Southern Mahratta.

2,987,600	...	Consists of Share Capital raised at	4 per cent.
1,700,000	...	ditto debentures raised at	3½ „
1,200,000	...	ditto debenture stock raised at	4 „
24,000	...	Premium on debenture stock.	
Total ... 5,911,600			

Indian Midland.

2,870,558 ... Consists of share Capital raised at 4 per cent.

ASSISTED RAILWAYS.

	£	
Share Capital raised at 4 per cent.—		
Bengal Central	750,000	
Rohilkhand-Kumaun	180,000	
		930,000*

* This represents the Capital raised to 30th June 1885. After that date the information has not been furnished for these lines by the India Office, and it is not known whether any further Capital has been raised.

3. The Capital not bearing interest is made up thus—

			£
Premium on Share Capital and Debentures		...	423,671
Discount on debenture stock—	£		
Stock represented as shown above	3,511,150		
Cash received	3,255,148	£	
		256,002	
Discount on debentures—			
Amount of debentures as shown above	7,545,300		
Cash received	7,513,800		
		31,500	
Total discount ...		...	287,502
Balance, excess premium ...		...	136,169

4. The following tables contain the information regarding the Capital transactions of State and Guaranteed Railways which has usually been given in the Annual reports.

Statement of Debenture Loans on 31st December 1886.

Railway.	Amount.		Rate of Interest.	Date on which loan expires.	Remarks.
	£	£			
GUARANTEED.					
Bombay, Baroda and Central India.	100,000	...	3½	5th May 1889	
	700,000	...	3½	1st February 1891	
	88,500	...	3½	1st August 1891	
		888,500			
Great Indian Peninsula...	1,068,800	...	4	1st July 1888	
	200	...	3½	1st January. 1889	
	2,100	...	3½	1st „ 1891	
	40,400	...	3½	1st „ 1893	
		1,111,500			
Madras ...	97,800	...	3½	30th June 1887	
	60,000	...	3½	31st December 1888	
	102,200	...	4	31st „ 1890	
		260,000			
Oudh and Rohilkhand ...	500,000	...	3½	24th January 1887	
	155,000	...	3½	16th May 1887	
	615,300	...	4	4th June 1887	
	529,000	...	3½	16th August 1887	
	200,000	...	4	1st October 1887	
	300,000	...	4	1st May 1888	
	345,000	...	4	16th „ 1888	
	500,000	...	4	1st June 1888	
	740,000	...	3½	1st August 1888	
	500,000	...	3½	1st December 1890	
	31,000	...	3½	16th August 1891	
		4,415,300			
South Indian ...	420,200	...	3½	1st July 1887	
	213,700	...	3½	1st „ 1889	
	86,100	...	3½	1st „ 1891	
	150,000	...	3½	1st „ 1892	
		870,000			
	£	7,545,300			
STATE.					
Bengal Central ...	...	250,000	4	5th July 1889	
Southern Mahratta ...	1,445,000	...	3½	1st October 1891	
	255,000	...	3½	1st „ 1894	
		1,700,000			
	£	1,950,000			
Total ...	£	9,495,300			

Statement of Expenditure in England and India on Indian State Railways, appropriated to the various undertakings, to 31st December 1886.

(Excluding East Indian and Eastern Bengal Railways.)

State Railways.	Expenditure Appropriated.			Classification of Expenditure.													
	England.	India.	Total.	Preliminary Expenses.	Land.	Construction of line.	Ballast and Permanent-way.	Stations and Buildings.	Steam Ferries.	Collieries.	Plant.	Rolling-Stock.	Establishment.	Suspense Accounts.	Purchase of line.	Overdrawn Capital.	Exchange on Expenditure in England as per Finance Accounts for 1885-86.	Receipts on Capital Account deducted.
Railways Constructed and under Construction.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Imperial.																		
North-Western (comprising the Sind, Punjab and Delhi, Indus Valley, and Punjab Northern)*	8,51,22,896	13,58,41,266	22,09,64,162	24,44,719	13,50,131	5,78,96,660	4,44,39,565	1,36,18,037	5,00,681	...	58,44,025	2,23,99,215	1,33,30,853	70,55,244	4,91,16,210	28,70,470	57,39,700	56,41,348
Rajputana-Malwa ...	2,37,93,182	6,68,94,947	9,06,88,129	18,80,568	7,20,248	2,14,94,129	2,39,41,239	1,18,64,025	...	...	20,55,893	1,54,32,504	56,36,434	39,94,207	...	...	37,26,860	57,978
Holkar	34,14,678	95,91,077	1,30,05,755	2,16,987	60,004	59,96,091	23,39,623	14,16,710	...	...	3,35,608	11,53,526	13,54,056	...	...	...	1,74,100	40,950
Rewari-Ferozepore	...	1,27,32,832	1,27,32,832	1,02,503	1,12,498	8,40,442	60,67,524	21,57,510	...	...	2,15,934	16,99,011	7,37,414	...	...	...	8,09,390	9,394
Dhond and Manmád	43,16,983	66,09,757	1,09,26,745	1,28,698	96,994	32,57,764	50,18,175	7,94,195	...	...	1,87,833	17,298	7,73,393	11,124	...	...	6,56,990	15,719
Sind-Pishin. Bostan-Syed Ahmed Section	...	20,10,206	20,10,206	15,555	8,114	13,39,846	4,02,314	29,505	...	...	72,987	5,606	76,121	60,158	...	...	...	...
Sind-Pishin. Sibi-Quetta Section ...	65,33,002	3,06,68,385	3,72,01,387	45,575	85,661	1,99,39,123	46,93,314	9,26,649	...	...	12,61,692	30,31,455	14,30,165	40,71,812	...	...	22,48,720	5,32,784
Sind-Pishin. Darwaza-Quetta Section ...	4,62,768	14,35,072	18,97,840	9,579	25,793	4,10,169	10,87,580	2,30,373	...	...	34,263	201	1,68,313	37,731	...	...	8,520	1,14,682
Kandahar Reserve	27,05,915	17,92,285	44,98,200	...	...	...	...	...	...	...	...	...	...	45,62,076	...	...	4,08,340	4,72,716
Sindia	14,62,331	77,40,087	92,02,464	2,64,859	20,531	51,07,900	21,84,345	6,77,675	...	...	21,535	83,875	5,89,690	...	...	...	2,52,050	...
Bellary-Kistna	1,83,956	1,06,98,485	1,08,82,451	2,24,761	52,458	36,10,847	22,67,443	8,57,072	...	...	7,26,863	4,13,595	9,53,935	12,96,458	...	...	4,91,090	12,081
Bolan	2,64,265	60,35,220	62,99,485	3,125	...	5,84,570	36,43,968	6,56,880	...	...	1,44,951	5,82,514	2,74,146	3,68,362	...	...	58,190	17,221
Cuddapah-Nellore	3,37,277	45,24,967	48,62,244	48,997	55,685	15,47,365	6,61,445	2,28,651	...	...	1,78,157	1,45,810	4,15,036	13,44,776	...	...	2,42,360	6,038
Bilaspur-Etáwa (Katni-Umaria Section)	3,06,634	43,63,705	46,70,339	29,600	12,998	17,66,678	15,03,370	3,18,519	...	...	89,006	3,88,893	2,33,372	2,09,278	...	...	1,19,900	1,275
Sind-Sagar Western Section ...	57,48,337	92,04,180	1,49,52,517	76,712	2,06,070	29,52,084	70,45,433	5,06,299	...	...	2,36,519	11,21,731	4,08,547	17,87,538	...	...	12,11,660	6,00,076
Sind-Sagar Eastern Section ...	4,15,226	9,92,878	14,08,104	9	23,111	1,28,065	9,02,580	1,11,698	...	...	7,585	66,279	8,997	59,781	...	...	1,01,760	1,761
Nágpur-Bengal	...	16,74,267	16,74,267	3,33,076	1,08,696	7,69,716	6,197	72,368	...	...	81,196	8,185	2,97,862	25	...	...	70	3,124
Wardha Coal	12,91,799	59,01,234	71,93,033	91,642	4,729	15,75,198	29,92,431	4,06,577	...	7,11,948	4,02,811	10,33,278	6,11,480	1,02,294	...	...	2,02,960	42,315
Sutlej Bridge (Ferozepore) and Tramway	6,03,633	30,32,031	36,35,664	11,819	23	20,66,454	46,161	...	...	...	86,470	...	1,60,873	12,07,960	...	...	59,560	3,656
Toungoo-Mandalay Extension ...	...	2,93,390	2,93,390	89,049	1,32,131	16,304	25,949	134	...	...	5,910	4,830	3,672	15,411	...	...	...	...
Umaria Colliery Works	1,206	5,57,851	5,59,057	...	...	...	...	...	...	...	2,74,247	82,487	...	54,844	1,48,165	...	...	60	86
Total Imperial ...	13,69,64,753	32,25,94,118	45,95,58,871	60,17,633	30,75,875	13,12,99,416	10,83,68,661	3,48,72,875	5,00,681	9,86,195	1,20,71,730	4,75,87,806	2,75,19,208	2,63,32,340	4,91,16,210	28,70,470	1,65,12,780	75,73,504

* Does not include the subscribed Capital of the Company on the Sind Punjab, and Delhi Railway.

Statement of Expenditure in England and India on Indian State Railways, appropriated to the various undertakings, to 31st December 1886—contd.

(Excluding East Indian and Eastern Bengal Railways.)

State Railways.	Expenditure Appropriated.			Classification of Expenditure.														
	England.	India.	Total.	Preliminary expenses.	Land.	Construction of line.	Ballast and Permanent-way.	Stations and Buildings.	Steam Ferries.	Collieries.	Plant.	Rolling Stock.	Establishment.	Suspense Accounts.	Purchase of line.	Overdrawn Capital.	Exchange on Expenditure in England as per Finance Accounts for 1885-86.	Receipts on Capital Account deducted.
Railways Constructed and under Construction—contd.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
PROVINCIAL.																		
Northern Bengal	59,94,303	1,66,84,663	2,26,79,471	96,738	8,17,934	57,45,402	56,81,465	27,20,817	4,44,567	...	9,28,958	28,46,154	21,98,733	4,46,409	...	...	8,62,950	1,10,716
Tirhoot	35,23,778	1,19,09,772	1,54,33,550	72,011	5,63,388	27,57,409	57,23,177	20,43,848	5,26,078	...	4,24,814	16,53,455	9,72,232	...	...	...	6,88,490	6,242
Burma (comprising the Rangoon and Irrawady Valley and Rangoon and Sittang Valley) ...	50,43,990	2,26,12,107	2,85,59,090	2,87,834	2,76,542	92,22,617	75,44,049	30,55,753	...	...	7,31,228	36,09,392	20,35,650	6,62,980	...	...	12,50,610	1,17,119
Nágpur-Chhattisgarh	23,52,273	91,73,331	1,18,25,659	2,17,798	45,129	39,58,057	26,30,702	12,51,678	...	..	4,99,603	13,93,718	8,18,154	4,84,002	...	...	5,59,100	32,292
Cawnpore-Achnera	11,41,030	1,04,91,602	1,16,32,791	71,150	2,28,998	24,35,393	44,64,034	12,58,783	...	...	2,60,154	16,52,925	6,15,940	3,29,319	...	...	3,65,490	49,485
Dacca	13,04,427	52,69,227	65,73,654	1,27,798	4,85,146	13,84,534	17,36,262	10,90,819	...	...	2,52,626	7,27,096	3,51,496	1,21,187	...	...	3,06,530	9,840
Assam-Behar { Behar Section ...	8,17,021	44,81,300	52,98,321	83,690	2,82,709	18,88,754	8,24,605	3,30,984	...	...	1,69,394	2,30,440	3,04,618	9,79,280	...	...	2,83,590	1,44,149
Assam-Behar { Tirhoot Section ...	7,03,180	29,67,200	36,70,339	93,571	1,16,492	12,29,716	4,87,760	1,45,409	...	...	1,55,903	63,602	1,79,829	11,77,742	...	...	96,210	80,895
Amritsar-Pathánkot	...	55,99,012	55,99,012	44,373	1,81,751	11,10,830	28,15,845	6,41,655	...	...	41,164	5,31,503	1,67,581	1,12,870	...	...	27,770	76,320
Patna-Gya	8,59,343	33,55,243	42,14,593	6,904	63,835	7,11,907	23,31,269	4,92,885	...	...	67,972	1,42,455	2,39,866	...	...	...	1,58,100	...
Lucknow-Sitapur Sihrámau	...	27,11,021	27,11,021	77,640	90,116	4,25,645	7,52,767	2,12,165	...	...	1,00,884	5,24,879	1,20,252	4,06,876	...	...	80	283
Bareilly-Pillibhcet	1,69,420	13,35,705	15,05,125	50,619	39,121	3,27,336	7,09,719	2,35,254	...	...	13,887	...	90,883	...	...	...	42,070	3,709
Dildárnagar-Gházipur	...	7,03,060	7,03,060	2,218	9,406	1,32,029	3,85,648	1,07,935	...	...	7,353	...	58,351	...	...	...	120	...
Jorhát	...	5,84,608	5,84,608	383	4,303	1,10,346	2,71,512	48,294	...	...	13,866	79,677	32,709	23,573	...	...	...	60
Nalháti	3,89,959	—42,942	3,47,017	...	...	21,690	1,90,420	25,600	...	...	7,500	46,916	30,000	20,918	...	...	11,850	7,887
Chorra-Companyganj	...	5,87,939	5,87,939	...	1,622	1,54,244	1,65,128	1,39,247	3,479	...	7,141	55,028	61,757	293	...	...	...	...
Kaunia-Dharlla	...	9,58,676	9,58,676	2,272	14,432	91,221	4,93,715	21,142	1,24,193	...	8,819	1,72,756	8,291	21,835	...	...	...	...
Total Provincial ...	2,35,02,852	9,93,81,577	12,28,84,429	12,39,584	32,20,924	3,17,06,540	3,72,13,077	1,38,27,209	10,98,317	...	36,91,266	1,37,40,009	83,46,347	47,87,314	...	...	46,52,950	6,39,167

Statement of Expenditure in England and India on Indian State Railways, appropriated to the various undertakings, to 31st December 1886—concld.

(Excluding East Indian and Eastern Bengal Railways.)

State Railways.	Expenditure Appropriated.			Classification of Expenditure.													
	England.	India.	Total.	Preliminary Expenses.	Land.	Construction of line.	Ballast and Permanent-way.	Stations and Buildings.	Steam Ferries.	Collieries.	Plant.	Rolling-Stock.	Establishment.	Suspense Accounts.	Purchase of line.	Overdrawn Capital.	Exchange on expenditure in England as per Finance Accounts for 1885-86.	Receipts on Capital Account deducted.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total Railways constructed ...	16,04,67,605	42,19,75,695	58,24,43,300	72,57,417	62,96,799	16,30,05,956	14,55,81,738	4,87,00,143	15,98,998	9,86,195	1,57,62,996	6,13,27,815	3,58,65,550	3,11,19,654	4,91,16,210	28,70,470	2,11,65,720	82,12,371
Surveys and Railways in abeyance ...	...	32,59,100	32,59,100	21,49,549	9,81,326	90,698	...	...	...	...	546	...	25,681	13,526	...	...	420	2,646
Native States.																		
Bhavnagar-Gondal	...	97,94,253	97,94,253	51,333	...	32,56,722	27,74,545	13,02,079	...	...	3,36,238	12,87,170	5,04,534	2,89,260	...	...	...	7,628
Bhopal	...	60,76,036	60,76,036	...	13,321	34,04,589	17,77,799	3,34,937	...	...	9,189	...	3,56,495	1,83,317	...	...	...	4,111
Khámgaon	...	4,89,613	4,89,613	369	1,116	1,10,457	2,78,600	46,380	...	...	3,503	11,669	30,720	7,043	...	...	...	244
Amráoti	...	4,44,686	4,44,686	11,799	2,450	95,282	2,41,571	43,298	...	...	3,016	8,641	28,609	10,020	...	...	...	...
Junagarh	...	63,295	63,295	32,382	...	7,577	...	...	...	...	12,355	2,021	8,980	...	...	...	...	20
Total Native States	...	1,68,67,888	1,68,67,888	95,888	16,887	68,74,627	50,72,515	17,26,694	...	...	3,64,301	13,09,501	9,29,338	4,90,140	...	...	...	12,003
Grand Total ...	16,04,67,605	44,21,02,683	60,25,70,288	95,02,854	72,95,012	16,99,71,281	15,06,54,253	5,04,26,837	15,98,998	9,86,195	1,61,27,843	6,26,37,316	3,68,20,569	3,16,23,320	4,91,16,210	28,70,470	2,11,66,150	82,27,020

GUARANTEED AND ASSISTED RAILWAYS.

Statement showing the amount of Capital authorised to be raised for each undertaking as now sanctioned, the amount raised, and the amount withdrawn to 31st December 1886.

Railway.	Amount authorised to be raised on 31st December 1886.					Amount raised in England to 31st December 1886.						Amount raised in India to 31st December 1886.		Total amount to 31st December 1886.	Total amount withdrawn to 31st December 1886.
							Debentures.		*Debenture Stock.*						
	Share Capital.	Debentures.	Debenture Stock.	Capital not bearing interest.	Total.	Share Capital.	Amount of Debentures.	Cash received.	Stock represented.	Cash received.	Capital not bearing interest.	Share Capital.	Capital not bearing interest.		
Guaranteed.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Madras ...	10,265,479	400,000	...	12,014	10,677,493	10,257,630	260,600	260,000	...	...	12,014	...	...	10,529,644	10,631,619
South Indian ...	3,209,745	870,000	425,000	62,410	4,567,155	3,208,524	870,000	866,250	425,000	425,000	62,255	1,221	55	4,563,405	4,473,281
Great Indian Peninsula ...	20,000,000	2,189,300	2,701,450	297,305	25,188,055	19,503,103	1,111,500	1,111,500	2,701,450	2,475,559	222,376	496,897	74,929	23,884,364	24,685,803
Bombay, Baroda and Central India ...	7,550,300	888,500	...	32,270	8,471,070	7,528,628	888,500	874,500	...	...	32,270	21,672	....	8,457,070	8,495,850
Oudh and Rohilkhand ...	4,000,000	4,915,300	384,700	19,672	9,319,672	3,575,581	4,415,300	4,401,550	384,700	354,589	19,672	424,419	...	8,775 811	8,951,277
Sind, Punjab and Delhi ...	11,418,900	...	...	4,363	11,423,263	10,988,984	...	...	...	...	4,336	86,336	27	11,079,683	11,079,683
Total ...	56,444,424	9,263,100	3,511,150	428,034	69,646,708	55,062,450	7,545,300	7,513,800	3,511,150	3,255,118	353,023	1,030,545	75,011	67,289,977	68,317,513
Assisted.															
Rohilkhand-Kumaun ...	200,000	...	...	...	200,000	180,000	...	...	...	...	...	...	...	180,000	180,000
Total ...	200,000	...	...	...	200,000	180,000	...	...	...	...	...	...	...	180,000	180,000
Imperial Lines in the hands of Companies.															
Southern Mahratta (including Mysore Railway) ...	3,000,000	2,000,000	1,200,000	...	6,200,000	2,987,600	1,700,000	1,700,000	1,200,000	1,200,000	24,000	7,550	...	5,919,150	4,241,678
Indian Midland ...	3,000,000	*3,000,000	...	...	6,000,000	2,870,558	...	...	...	...	...	...	...	2,870,558	1,248,306
Bengal Central ...	500,000	250,000	...	...	750,000	500,000	250,000	250,000	...	...	...	...	...	750,000	750,000
Total ...	6,500,000	5,250,000	1,200,000	...	12,950,000	6,358,158	1,950,000	1,950,000	1,200,000	1,200,000	24,000	7,550	...	9,539,708	6,239,984
Grand Total ...	63,144,424	14,513,100	4,711,150	428,034	82,796,708	61,600,608	9,495,300	9,463,800	4,711,150	4,455,148	377,023	1,038,095	75,011	77,009,685	74,737,497

* To be raised by the issue of shares, or of debentures, or otherwise.

GUARANTEED AND ASSISTED RAILWAYS.

Statement showing the amount received from, and withdrawn by, each Company during the year ended 31st December 1886.

Railway.	Sums standing to the credit of the Companies on the 31st December 1885.	Sums advanced to the Companies on the 31st December 1885.	From 1st January to 31st December 1886.									Total received during the year ended 31st December 1886.	Total withdrawn during the year ended 31st December 1886.
			Amount received.						Amount withdrawn.				
			In England.				In India.		In England.		In India.		
			Share Capital.	Debentures.	Debenture stock.	Capital not bearing interest.	Share Capital.	Capital not bearing interest.	On account of stores, Establishment charges, &c.	For discharge of Debentures.	Amount.		
GUARANTEED.	£	£	£	£	£	£	£	£	£	£	£	£	£
Madras ...	121,938	...	...	...	...	—1,050	...	...	153,536	138,950	—66,623	—1,050	225,863
South Indian ...	...	51,253	—138	147,000	...	138	...	...	57,046	...	—51,422	147,000	5,624
Great Indian Peninsula ...	54,861	...	...	...	...	—5,357	...	...	360,791	772,443	—282,291	—5,357	850,943
Bombay, Baroda and Central India ...	...	685,973	...	686,000	...	...	...	...	147,171	...	—108,363	683,000	38,808
Oudh and Rohilkhand ...	232,368	...	...	...	...	...	...	...	133,241	...	274,594	...	407,835
Sind, Punjab ...	...	195,860	...	...	...	...	...	...	50,800	...	4,178	...	54,978
Total ...	412,167	933,086	—138	833,000	...	—6,269	...	...	902,585	911,393	—229,927	826,593	1,584,051
ASSISTED.													
Rohilkhand-Kumaun ...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	...	...	...	...	...	...	...	...	...	...	...	...	...
IMPERIAL LINES IN THE HANDS OF COMPANIES.													
Southern Mahratta (including Mysore Railway) ...	1,022,914	...	645,380	...	1,200,000	24,000	1,900	...	285,544	...	931,127	1,871,280	1,216,671*
Indian Midland ...	1,697,356	...	607,994	...	...	...	...	...	233,265	...	450,458	607,994	683,723
Bengal Central ...	...	...	...	...	...	...	...	...	...	...	†7,000	...	†7,000
Total ...	2,720,470	...	1,253,324	...	1,200,000	24,000	1,900	...	518,809	...	1,388,585	2,479,224	1,907,394
GRAND TOTAL ...	3,132,637	933,086	1,253,186	833,000	1,200,000	17,731	1,900	...	1,421,394	911,393	1,158,658	3,305,817	3,491,445

* Does not include refund to the Mysore State of the past outlay incurred by it on the Mysore State Railway up to the 30th June 1886, amounting to Rs. 68,68,245.

† Amount advanced to Bengal Central Railway Company under the authority of the Secretary of State, pending settlement of the new contract with the Company.

Statement of withdrawals out of Capital for expenditure, showing the amount withdrawn in England and in India by all the Guaranteed, the Bengal Central (to close of 1884-85), and the Rohilkhand-Kumaun Railway Companies during each financial year from the commencement to 31st March 1887.

Year.	England.	India.	Total.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,925,074	1,431,337	3,366,411
1856 57	1,752,813	1,762,287	3,515,100
1857 58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,393	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	345,750*	477,245
1873-74	1,028,032	334,979*	693,053
1874-75	1,174,893	86,982*	1,087,911
1875-76	1,151,585	200,779*	950,806
1876-77	1,222,846	507,387*	715,459
1877-78	1,793,662	469,678*	1,323,984
1878-79	1,786,234	773,611*	1,012,623
1879-80	1,256,417	906,857*	349,560
1880-81	941,782	506,992*	434,790
1881-82	1,211,022	368,587*	842,435
1882-83	1,236,087	486,944*	749,143
1883-84	1,699,138	5,333*	1,693,805
1884-85	1,477,115	256,211*	1,220,904
1885-86	1,628,033	403,928*	1,224,105
Total expenditure to end of 1885-86 ...	55,111,254	47,848,054	102,959,408
Deduct—Withdrawals by East Indian Railway Company	12,276,504	18,620,297	30,896,801
	42,834,850	29,227,757	72,062,607
Deduct—Withdrawals by Eastern Bengal Railway Company	1,770,750	1,474,100	3,244,850
	41,064,100	27,753,657	68,817,757
Deduct—Withdrawals by Sind, Punjab and Delhi Railway Company	6,215,317	4,853,607	11,068,924
	34,848,783	22,900,050	57,748,833
Expenditure during 1886-87 (partly estimated)	904,400	530,000†	374,400
Total ...	35,753,183	22,370,050	58,123,233

* Net credits in India.

† Represents net credits to Guaranteed Railways only. Information regarding Bengal Central and Rohilkhand-Kumaun Railways not available.

Statement of Capital withdrawals in England and in India by the Bengal Central Railway (from 1885-86), the Southern Mahratta (including Mysore Railway), and the Indian Midland Railway Companies during each financial year from the commencement to the 31st March 1887.

Year.	England.	India.	Total.
	£	£	£
1882-83	130,973	579,995	710,968
1883-84	235,205	408,116	643,321
1884-85	276,269	727,095	1,003,364
1885-86	249,257	771,050	1,020,307
Total expenditure to end of 1885-86 ...	891,704	2,486,256	3,377,960
1886-87 (Revised Estimate)	770,500	2,457,650*	3,228,150
Total ...	1,662,204	4,943,906	6,606,110

* NOTE.—Includes £7,000 advanced by the Government to the Bengal Central Railway Company.

CHAPTER VI.

LINES OPEN FOR TRAFFIC.

PERSONS EMPLOYED—FLOOD DAMAGES—ACCIDENTS.

PERSONS EMPLOYED.

Numbers employed.

On pages 60 and 61 detailed information is given regarding the number of persons of all races on the open lines of Railway in India. This may be summarised thus :—

Year ending	Number of Employés.				Number of miles open.	Number of stations.
	Europeans.	East Indians.	Natives.	Total.		
31st December 1885 ...	4,375	4,598	206,893	215,866	12,200½	1,716
31st December 1886 ...	4,460	4,830	210,382	219,672	12,824¼	1,819

It will be seen that natives form 95·77 per cent. of the entire body of servants. The increase in the number of employés is due mainly to the increased length of line open. The percentage of increase in the total number was 1·76 against 5·11 in the length of Railways worked. Under Europeans there was an increase of 1·94 per cent., under East Indians 5·05 per cent., and under Natives 1·69 per cent.

Casualties.

2. The percentage of casualties amongst Europeans and East Indians from various causes is given below for the fifteen months ending 31st December 1885 and the year ending 31st December 1886 :—

	1885.		1886.	
	Europeans.	East Indians.	Europeans.	East Indians.
Death	2·32	1·22	1·45	1·15
Resignation or discharge	18·11	19·85	13·17	17·04
Dismissal	6·01	6·88	5·21	7·67
Total ...	26·44	27·95	19·83	25·86

Numerical Return of Servants of all Races employed on

Railways.	General Administration, including Agency, Audit, Accounts, Pay-Master's, Stores, Medical, Barrack, Printing, Stationery and Police Establishments.				Traffic and Telegraph Departments.				Engineer's Department.			
	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
STATE IMPERIAL.												
East Indian (*a*)	86	89	2,512	2,637	371	227	10,374	10,972	97	59	18,444	18,600
Rajputana-Malwa (*b*) ...	36	51	1,647	1,734	114	178	4,087	4,379	39	13	8,218	8,270
Southern Mahratta ...	16	40	504	560	19	54	822	895	11	17	4,934	4,962
North-Western	42	19	1,300	1,361	226	146	6,556	6,928	87	25	9,836	9,948
Eastern Bengal (*d*) ..	11	20	456	487	54	77	2,324	2,455	12	5	2,415	2,432
Wardha Coal	3	4	66	73	1	2	75	78	(*e*) 8	(*e*) 17	(*e*) 1,139	(*e*) 1,164
Bengal Central	3	...	24	27	Worked by Eastern Bengal State Railway.				2	4	691	697
Bilaspur-Etáwa	6	7	88	101	2	6	100	108	...	4	466	470
STATE PROVINCIAL.												
Nalháti	...	...	12	12	...	...	25	25	...	...	66	66
Tirhoot	4	1	285	290	13	25	569	607	7	...	1,052	1,059
Northern Bengal and Kaunia-Dharlla	5	2	2 9	216	6	18	678	702	7	4	2,507	2,518
Dacca	...	...	68	68	3	10	172	185	2	3	410	415
Nágpur-Chhattísgarh ...	5	5	191	201	6	21	286	313	6	10	839	855
Burma	16	38	163	(*f*) 217	13	113	481	607	7	20	1,866	1,893
Jorhát	2	...	11	13	...	...	47	47	1	...	126	127
Cherra-Companyganj ...	...	...	...	...	1	...	...	1	...	...	...	...
GUARANTEED COMPANIES.												
Madras	18	49	600	667	86	443	2,546	3,075	24	87	4,230	4,341
South Indian	10	24	320	354	28	71	1,852	1,951	13	36	3,001	3,050
Great Indian Peninsula (*a*) ...	39	38	1,209	1,286	347	227	6,198	6,772	76	21	18,523	18,620
Bombay, Baroda and Central India (*h*)	17	45	835	897	12	25	2,526	2,563	25	3	3,070	3,098
Oudh and Rohilkhand ...	20	29	897	946	57	34	1,921	2,012	26	14	6,028	6,068
ASSISTED COMPANIES.												
Darjeeling-Himalayan ...	3	1	29	33	4	1	120	125	5	1	200	206
Bengal and North-Western ...	7	10	187	204	13	28	671	712	22	2	1,308	1,332
Rohilkhand-Kumaun (*i*). ...	5	...	73	78	2	5	244	251	...	1	519	520
Thatôn-Duyinzáik ...	1	1	9	11	...	...	39	39	...	...	42	42
Dibru-Sadiya	6	...	92	98	...	...	108	108	3	...	355	358
NATIVE STATES.												
His Highness the Gaekwar's ...	...	...	14	14	...	...	45	45	...	...	149	149
His Highness the Nizam's ...	17	12	302	331	6	39	314	359	6	10	1,569	1,585
Mysore	2	4	65	71	5	4	215	224	...	6	406	412
Bhávnagar-Gondal ...	3	4	197	204	2	6	339	347	1	2	624	627
Jodhpore	1	...	52	53	...	...	74	74	...	...	130	130
Wadhwán-Morvi	1	1	32	34	1	...	62	63	...	...	248	248
Total of all Railways ...	385	444	12,449	13,278	1,392	1,760	43,870	47,022	487	364	93,411	94,262

open lines of Railway in India on the 31st December 1886.

Locomotive and Carriage and Wagon Departments, including Steam-Boat Establishments.				Total.				Number of miles open.	Number of stations.	Remarks.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.			
446	248	10,359	11,053	1,000	573	41,689	43,262	1,726·50	200	(*a*) Includes the Branch lines worked.
247	347	5,989	6,583	436	589	19,941	20,966	1,664·41	230	(*b*) Includes figures of the Cawnpore-Achnera Railway for the last three months only.
35	94	821	950	81	205	7,081	7,367	(*c*) 509 50	61	
423	172	11,561	12,156	778	362	29,253	30,393	1,863·75	248	(*c*) Includes Bellary Branch (32 miles) of the Madras Railway.
81	34	2,524	2,639	158	136	7,719	8,013	234·75	56	(*d*) Includes the figures of the Bengal Central Railway (excluding Agency and Engineering Departments) and the late Calcutta and South-Eastern State Railway.
1	8	37	46	13	31	1,317	1,361	46·50	4	(*e*) Includes Colliery establishment.
Worked by Eastern Bengal State Railway.				5	4	715	724	125·19	25	
4	2	48	54	12	19	702	733	37	4	
...	2	34	36	...	2	137	139	27·25	6	
13	20	806	839	37	46	2,712	2,795	245 75	41	
18	27	961	1,006	36	51	4,355	4,442	284·50	41	
3	7	350	360	8	20	1,000	1,028	85·92	12	
12	94	872	978	29	130	2,188	2,347	149	21	
26	48	889	963	62	219	3,399	3,680	327	55	(*f*) Excludes Police, which is under the control of the Inspector-General of Police, Lower Burma.
...	2	17	19	3	2	201	206	29·25	8	
1	...	...	1	2	...	...	2	7·50	3	
100	442	3,425	3,967	228	1,021	10,801	12,050	(*g*) 827·75	119	(*g*) Bellary Branch (32 miles) transferred to the Southern Mahratta Railway.
44	262	2,666	2,972	95	393	7,839	8,327	662·25	104	
451	262	10,251	10,964	913	548	36,181	37,642	1,504·75	205	
82	43	2,470	2,595	136	116	8,901	9,153	461	83	(*h*) Includes Pátri line.
94	39	4,270	4,403	197	116	13,116	13,429	686	100	
11	3	120	134	23	6	469	498	51·25	11	
36	18	520	574	78	58	2,686	2,822	376·25	53	
6	...	153	159	13	6	989	1,008	90·50	14	(*i*) Includes Bareilly-Pilibheet State Railway.
...	1	8	9	1	2	98	101	8	2	
7	3	151	161	16	3	706	725	77·50	13	
...	...	13	13	...	...	221	221	58·75	9	
26	57	876	959	55	118	3,061	3,234	208	24	
10	26	190	226	17	40	876	933	140	20	
18	1	93	112	24	13	1,253	1,290	193·25	28	
...	...	34	34	1	...	290	291	64	11	
1	...	144	145	3	1	486	490	51·25	8	
2,196	2,262	60,652	65,110	4,460	4,830	210,382	219,672	12,824·27	1,819	

Numerical Return of Casualties, whether by death, resignation, and discharge or dismissal amongst *ending 31st*

Railways.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNT, PAYMASTER'S, STORES, MEDICAL, BARRACK, PRINTING, STATIONERY AND POLICE ESTABLISHMENTS.										TRAFFIC AND TELEGRAPH DEPARTMENTS.										ENGINEER'S				
	Europeans.					East Indians.					Europeans.					East Indians.					Europeans.				
	Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
STATE IMPERIAL.																									
East Indian (*a*) ...	77	1	7	...	8	34	1	8	1	10	376	6	51	18	75	213	5	50	8	63	94	..	9	...	9
Rajputana-Malwa (*b*) ..	34·33	...	...	...	..	53·75	...	10	4	14	105	1	18	15	34	165	1	25	7	33	36·76	1	3	...	4
Southern Mahratta ...	15·33	...	5	...	5	31·75	...	9	1	10	13	...	2	5	7	36	...	6	9	15	8·70	1	...	1	2
North-Western	43·66	1	7	1	9	25·50	2	10	...	12	233·50	2	29	13	44	163	...	32	23	55	84·50	2	7	6	15
Eastern Bengal (*c*)	10·50	1	...	...	1	22·90	2	6	1	9	57	...	3	2	5	49	1	28	7	36	9·58	1	1	...	2
Wardha Coal	3	...	...	...	...	4	...	...	...	...	1	...	...	...	...	2	...	2	...	2	3	...	(*d*) 4	...	(*d*) 4
Bengal Central	3	...	...	...	...	...	...	...	...	...	Worked by Eastern Bengal State Railways.										1·16	...	1	...	1
Bilaspur-Etáwa	3	...	...	...	...	3·50	...	1	...	1	1	...	...	...	...	3	...	2	...	2	...	...	...	...	...
STATE PROVINCIAL.																									
Nalhati	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tirhoot	4·16	...	...	...	...	0·75	...	...	...	...	10·74	...	13	4	17	29·91	...	17	5	22	6·92	1	...	...	1
Northern Bengal and Kaunia-Dhabella	5	...	...	...	...	3·10	...	2	...	2	6·50	...	...	...	...	18·80	...	8	1	9	9	1	...	...	1
Dacca	0·58	...	1	...	1	...	...	...	...	...	3	...	1	1	2	10	1	3	2	6	1·75	...	...	..	...
Nágpur-Chhattisgarh ..	5	..	...	...	...	6·42	...	...	1	1	7·66	...	3	...	3	24·08	...	22	1	23	3·17	...	...	1	1
Burma	12·28	...	..	...	...	19·25	...	10	...	10	17	...	.	3	4	117	1	15	13	29	8	...	1	..	1
Jorhát	2	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	1	...	...	..	...
Cherra-Company Ganj ...	...	...	...	...	...	...	...	...	...	...	1	...	..	...	...	...	...	...	...	...	...	...	...	...	...
GUARANTEED COMPANIES.																									
Madras	16·67	...	1	...	1	49·08	2	6	...	8	83·22	2	1	5	20	432·60	1	60	23	84	24	1	...	...	1
South Indian	10	...	1	...	1	27	...	2	1	3	26·60	...	...	1	2	71·50	3	13	12	28	12·20	...	1	...	1
Great Indian Peninsula (*a*) ...	38	1	1	...	2	35	...	...	...	...	347	4	4	3	48	227	2	20	3	25	76	...	...	...	...
Bombay, Baroda and Central India (*e*)	17	1	1	...	2	46	1	6	1	8	14	...	:		2	27	...	3	...	3	25	...	2	...	2
Oudh and Rohilkhand ...	21·58	...	3	1	4	27·08	...	3	1	4	49·16	1	1	.	19	36·82	..	11	14	25	24·74	...	2	1	3
ASSISTED COMPANIES.																									
Darjeeling-Himalayan ...	3	...	...	...	...	1	...	...	...	...	4	...	.		1	1	...	1	1	2	5	...	1	...	1
Bengal and North-Western ...	7	...	...	...	...	10·40	...	1	...	1	17·30	..	6	3	9	20	...	7	2	9	24	...	3	...	3
Rohilkhand-Kumaun (*f*) ...	5	...	...	...	...	...	...	...	..	...	2·42	...	1	.	1	8·58	1	...	1	2	1·16	...	3	...	3
Thatón-Dutinzáik ..	1	...	...	...	...	0·67	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...
Dibru-Sadiya	7	...	1	...	1	...	...	...	...	...	1	...	2	..	2	...	...	...	...	..	2·50	...	3	...	3
NATIVE STATES.																									
His Highness the Gaekwar's ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
His Highness the Nizam's ...	17	...	4	...	4	13	...	...	1	1	8	...	2	1	3	35	1	4	3	8	6	...	...	...	...
Mysore	2	...	...	...	...	5	...	3	...	3	5	...	...	...	...	4	...	...	...	...	...	...	...	...	...
Bhávnagar-Gondal	3	...	1	...	1	4	...	...	...	...	2	...	...	...	...	7	...	...	1	1	1·30	...	2	...	2
Jodhpo	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wa Morvi	1	...	...	...	...	1	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Railways ...	369·09	5	33	2	40	422·15	8	77	12	97	1,303·10	16	204	78	298	1,726·29	17	329	136	482	474·44	6	43	9	60

" ...nch lines worked.
...mbo'e-Achnera Railway for the last three months only.
...Central Railway (excluding Agency and Engineering Department) and the late Calcutta and South-Eastern Railway.

the European and East Indian employés on the Railways open for traffic in India during the year December 1886.

DEPARTMENT.	LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS, INCLUDING STEAM BOAT ESTABLISMENTS.												TOTAL.										Mean mileage open.	RAILWAYS.
EAST INDIANS.	EUROPEANS.				EAST INDIANS.				EUROPEANS.				EAST INDIANS.											
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by								
	Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.					
																								STATE IMPERIAL.
55	...	7	...	7	405	7	46	2	55	257	3	27	1	31	1,012	14	113	20	147	589	9	92	10	111	1,717·46	EAST INDIAN (*a*).
15·25	...	3	1	4	234	6	52	42	100	286	4	57	38	99	416·09	8	73	57	138	520	5	95	50	150	1,475·01	RAJPUTANA-MALWA (*b*).
14·83	...	1	8	9	24	...	4	5	9	45	1	40	41	82	61·03	1	11	11	23	127·58	1	56	59	116	341·37	SOUTHERN MAHRATTA.
26·90	...	6	1	7	474	7	47	22	76	168	1	31	17	49	835·66	12	90	42	144	383·40	3	79	41	123	1,679·58	NORTH-WESTERN.
5·41	...	1	...	1	85·75	1	25	5	31	30·41	1	7	2	10	162·83	3	29	7	39	107·72	4	42	10	56	233·69	EASTERN BENGAL (*c*).
(*d*)17	...	(*d*) 1	...	(*d*) 1	1	...	...	...	...	8	...	1	...	1	18	...	4	...	4	31	...	4	...	4	45	WARDHA COAL.
4	...	..	...	...	Worked by Eastern Bengal State Railway.										4·16	...	1	...	1	4	...	...	...	...	125·19	BENGAL CENTRAL.
2	...	...	...	...	2	...	...	...	...	1	...	...	...	...	6	...	...	...	...	2·50	...	3	...	3	6·08	BILÁSPUR-ETÁWA.
																								STATE PROVINCIAL.
...	...	..	...	...	...	...	..	...	...	3	...	...	...	...	...	...	...	...	...	2	...	...	...	...	27·25	NALHÁTI.
...	...	...	...	...	14·12	...	2	...	2	20·49	...	3	...	3	35·94	1	15	4	20	51·15	...	20	5	25	240·64	TIRHOOT.
3·30	...	..	...	...	27	1	8	...	9	46	...	10	...	19	47·50	2	8	...	10	71 20	...	29	1	30	286·28	NORTHERN BENGAL AND KAUNIA-DHABLLA.
3·66	...	5	...	5	3·08	...	2	..	2	8·91	1	6	2	9	8·41	...	4	1	5	22·57	2	14	4	20	85·92	DACCA.
9	...	...	...	...	18	...	10	7	17	109	7	12	12	31	33·83	...	13	8	21	147·50	7	34	14	55	149	NÁGPUR-CHHATTÍS-GARH.
18	1	2	...	3	26	..	2·	5	7	48	1	4	8	13	63·28	...	5	7	12	202·25	3	31	21	55	327	BURMA.
...	...	...	...	...	...	...	...	...	...	2	...	3	...	3	3	...	...	...	...	2	...	3	...	3	25·69	JORHÁT.
...	...	...	...	...	1	...	..	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	6·54	CHERRA-COMPANY GANJ.
																								GUARANTEED COMPANIES.
86	2	13	2	17	102	...	4	5	9	434	3	27	13	43	225·80	3	18	10	31	1,001·68	8	106	38	152	860·38	MADRAS.
33	...	8	1	9	44·82	...	2	...	2	260·58	...	9	3	12	93·63	...	5	1	6	392·03	3	32	17	52	662	SOUTH INDIAN.
21	...	...	1	1	450	7	45	8	60	266	3	54	4	61	911	12	87	11	110	549	5	74	8	87	1,501·23	GREAT INDIAN PENINSULA (*a*).
3	...	...	...	...	80	3	9	3	15	42	...	5	2	7	136	4	14	3	21	119	1	14	3	18	461	BOMBAY, BARODA AND CENTRAL INDIA (*e*).
12	...	4	1	5	89·17	2	17	12	31	38	...	6	7	13	184·65	3	35	19	57	113·90	...	24	23	47	681·48	OUDH AND ROHILKHAND.
																								ASSISTED COMPANIES.
1	...	...	...	...	9	...	...	...	...	3	...	1	...	1	21	...	2	...	2	6	...	2	1	3	50·87	DARJEELING-HIMALAYAN.
3	...	...	...	...	33·40	...	6	9	15	16·30	...	3	2	5	81·70	...	15	12	27	48·70	...	11	4	15	306·49	BENGAL AND NORTH-WESTERN.
0·50	...	...	...	...	5	...	2	2	4	...	...	...	...	...	13·58	...	6	2	8	4·08	1	...	1	2	103	ROHILKHAND-KUMAUN (*f*).
...	...	...	...	...	...	...	...	...	...	0·58	...	...	1	1	1	...	...	...	...	1·25	...	...	1	1	8	THATÔN-DUYINZÁIK.
...	...	...	...	...	7	2	5	...	7	2	...	...	...	...	17·50	2	11	...	13	2	...	...	...	...	78	DIBRU-SADIYA.
																								NATIVE STATES.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	58·85	HIS HIGHNESS THE GAEKWAR'S.
10	...	1	7	8	26	...	16	17	33	57	1	18	32	51	57	...	22	18	40	114	2	23	43	68	184·68	HIS HIGHNESS THE NIZAM'S.
6	...	...	...	...	10	...	1	...	1	32	...	6	4	10	17	...	1	...	1	47	...	9	4	13	129·75	MYSORE.
1·92	...	...	...	...	18·10	...	6	1	7	1	...	1	...	1	24·40	...	9	1	10	13·92	...	1	1	2	193·09	BHÁVNAGAR-GONDAL.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	64	JODHPORE.
...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	●	...	...	...	...	1	...	...	...	...	36·66	WADHWÁN-MORVI.
350·77	3	52	22	77	2,250·44	36	311	145	492	2,164·27	26	340	189	555	4,437·07	65	591	234	890	4,633·48	54	798	359	1,211	12,359·98	TOTAL OF ALL RAILWAYS.

(*d*) Includes Colliery establishment.
(*e*) Includes Patri Line.
(*f*) Includes Bareily-Pilibhcet State Railway.

Native Drivers and Shunters.

3. The following abstract gives a comparative statement of the number of natives employed as drivers and shunters on the several Railways during the years 1885 and 1886, showing an increase of 95 in the total number employed :—

Railway.	Drivers.		Shunters.		Total.	
	1885.	1886.	1885.	1886.	1885.	1886.
STATE IMPERIAL.						
EAST INDIAN	116	104	117	115	233	219
RAJPUTANA-MALWA (a)	32	34	53	51	85	85
SOUTHERN MAHRATTA	1	3	2	9	3	12
NORTH-WESTERN	87	95	75	87	162	182
EASTERN BENGAL	10	17	18	14	28	31
WARDHA COAL	*Nil*	*Nil*	2	1	2	1
BILÁSPUR-ETÁWA	...	1	...	...	...	1
Total ...	246	254	267	277	513	531
STATE PROVINCIAL.						
NALHÁTI	3	3	*Nil*	*Nil*	3	3
TIRHOOT	7	13	7	8	14	21
NORTHERN BENGAL	17	15	12	12	29	27
KAUNIA-DHARLLA						
DACCÁ	1	4	1	2	2	6
NÁGPUR-CHHATTÍSGARH	3	3	8	11	11	14
BURMA	12	17	5	6	17	23
JORHÁT	2	3	*Nil*	*Nil*	2	3
CHERRA-COMPANY GANJ	...	2	...	...	...	2
Total ...	45	60	33	39	78	99
GUARANTEED COMPANIES.						
MADRAS	7	9	3	6	10	15
SOUTH INDIAN	20	21	13	14	33	35
GREAT INDIAN PENINSULA	100	115	*Nil*	*Nil*	100	115
BOMBAY, BARODA AND CENTRAL INDIA ...	49	48	21	19	70	67
OUDH AND ROHILKHAND	42	48	40	53	82	101
Total ...	218	241	77	92	295	333
ASSISTED COMPANIES.						
DARJEELING-HIMALAYAN	1	1	*Nil*	*Nil*	1	1
DEOGHUR	2	2	*Nil*	*Nil*	2	2
BENGAL AND NORTH-WESTERN... ...	*Nil*	6	3	5	3	11
ROHILKHAND-KUMAUN (b)	1	1	1	1	2	2
THATÓN-DUYINZÁIK	*Nil*	2	*Nil*	*Nil*	*Nil*	2
DIBRU-SADIYA	*Nil*	4	*Nil*	*Nil*	*Nil*	4
Total ...	4	16	4	6	8	22
NATIVE STATES.						
HIS HIGHNESS THE NIZAM'S	4	4	2	1	6	5
MYSORE	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
BHÁVNAGAR-GONDAL	*Nil*	*Nil*	3	3	3	3
JODHPORE	2	3	*Nil*	*Nil*	2	3
WADHWÁN-MORVI	...	4	...	...	...	4
Total ...	6	11	5	4	11	15
GRAND TOTAL ...	519	582	386	418	905	1,000

(a) Includes Cawnpore-Achnera Railway.
(b) Includes Bareilly-Pilibheet State Railway.

4. The following statement gives the number of depositors in the State Railway Provident Institutions. Provident Fund Institutions and the sum at their credit on the 31st December 1886:—

State Railway.	Number of Staff depositing.	Number of Depositors.		Amount at credit on the 31st December 1886.				Remarks.
		Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	Total.	
STATE IMPERIAL.				Rs.	Rs.	Rs.	Rs.	
Rajputana-Malwa* ...	3,039	60	3,000	(a)87,969	1,93,330	1,49,388	4,31,207	(a) Includes Rs. 11,627 at credit of the Fine Fund and Rs. 42,537 security deposits.
North-Western ...	4,661	671	4,423	(b) 73,263	(c) 7,55,847	1,29,380	9,58,490	(b) Includes Rs. 7,925 at credit of the Fine Fund. (c) Includes Rs. 3,00,099 security deposits.
Eastern Bengal ...	1,489	15	1,489	(d)6,450	(e)84,691	41,215	1,32,356	(d) Includes Rs. 5,902 at credit of the Fine Fund. (e) Includes Rs. 4,791 interest on deposits and Rs. 11,379 security deposits.
Wardha Coal ...	52	3	50	161	7,242	3,741	11,144	
Total ...	9,241	749	8,962	1,67,863	10,41,610	3,23,724	15,33,197	
STATE PROVINCIAL.								
Nalhati	30	2	30	297	691	385	1,373	
Tirhoot	446	26	446	4,894	24,462	9,875	39,231	
Northern Bengal and Kaunia-Dharlla ...	364	29	364	4,213	24,598	15,163	43,974	
Dacca	189	2	189	(f)524	(g)8,297	1,815	10,636	(f) Includes Rs. 469 at credit of the Fine Fund. (g) Includes Rs. 178 interest on deposits and Rs. 3,859 security deposits.
Nágpur-Chhattísgarh ...	245	12	239	1,620	12,021	7,478	21,119	
Burma	453	13	444	13,422	27,065	12,797	53,284	
Jorhát	16	...	16	...	435	213	(h)867	(h) Includes Rs. 219 at credit of the Fine Fund.
Cherra-Company Ganj ...	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	
Total ...	1,693	84	1,678	24,970	97,569	47,726	1,70,484	
NATIVE STATES.								
His Highness the Nizam's	340	20	339	2,961	30,554	9,873	43,388	
Mysore	100	...	100	...	4,857	2,531	7,388	
Bhávnagar-Gondal ...	261	20	259	3,540	26,789	14,513	44,842	
Jodhpore	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil.*	
Wadhwán-Morvi ...	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil.*	
Total ...	701	40	698	6,501	62,200	26,917	95,618	
Grand Total ...	11,652	873	11,338	1,99,334	12,01,379	3,98,367	17,99,299	

* Includes Cawnpore-Achnera Railway.

5. The following abstract gives the enrolled strength and the number of efficients in the several Railway Volunteer corps on the 31st March 1887.

Railway Volunteer Corps.

The total enrolled strength, 6,804, represents 77 per cent. of the European and East Indian employés of the Railways concerned or precisely the same as in the preceding year:—

Corps.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
		Officers.	Non-commissioned officers.	Volunteers.	Total.					
East Indian Railway ...	1,102	62	144	887	1,093	9	14	*Nil*	Jamálpur.	
Rajputana-Malwa Railway. ...	669	24	77	549	650	19	8	1	Ajmere.	
North-Western Railway, or 3rd Punjab Volunteers ...	933	36	88	703	827	106	11	1	Lahore.	
Eastern Bengal State Railway ...	211	6	19	178	203	8	2, 1st class ...	*Nil*	Balliaghatta, Sealdah.	
Wardha Coal State Railway—Detachment B Company, Nágpur Volunteer Rifles ...	25	1	...	21	22	3	...	...	Nágpur.	
Cawnpore-Achnera Railway ...	79	2	6	31	39	40	2	..	Fatehgarh.	
Tirhoot State Railway ...	65	2	5	58	65	*Nil*	1st class	*Nil*	Samastipur.	
Northern Bengal State Railway ...	82	3	9	60	72	10	1, 1st class	*Nil*	Saidpur.	
Dacca State Railway—Dacca Volunteer Rifles	55	3	4	36	43	12	1, 1st class	...	Dacca ...	This is not a Railway Volunteer Corps, but a local corps which the Railway employés join.
Nágpur-Chhattisgarh—Nágpur Volunteer Rifles ...	148	5	14	117	136	12	2	...	...	
Burma State Railway ...	297	15	36	174	225	72	6	...	Rangoon.	
Madras Railway ...	759	20	53	640	713	46	6	4	Perambúr.	
South Indian Railway...	458	16	51	296	363	95	7, 1st class	*Nil*	Negapatam.	
Great Indian Peninsula Railway ...	1,039	24	104	734	862	177	9	1	Bombay.	
Bombay, Baroda and Central India Railway	410	18	56	283	357	53	3, 1st class 2, 2nd class	1	Bombay.	
Oudh and Rohilkhand Railway—Oudh Volunteer Rifles ...	97	2	14	71	87	10	...	...	Lucknow.	
Oudh and Rohilkhand Railway—Rohilkhand Volunteer Rifles ...	83	4	7	56	67	16	2	2	Bareilly...	Includes the Oudh and Rohilkhand and Rohilkhand-Kumaun Railways.
Oudh and Rohilkhand Railway—Gházipur Volunteer Rifles ...	2	1	...	1	2	...	...	...	Jaunpur.	
Oudh and Rohilkhand Railway—Gházipur Volunteer Rifles ...	29	...	1	28	29	...	...	...	Benares.	
Bengal and North-Western—Oudh Volunteer Rifles ...	19	1	3	15	19	...	1	...	...	
Bengal and North-Western—Gházipur Volunteer Rifle Battalion ...	82	2	1	60	63	19	1	...	...	
Bengal and North-Western—Gházipur Light Horse ...	8	1	...	6	7	1	...	...	...	
His Highness the Nizam's State Railway—B and C Companies, Hyderabad Volunteer Rifle Corps ...	106	3	13	76	92	14	1, 1st class	*Nil*	Secunderabad.	
Bhávnagar-Gondal State Railway—Ghadechi Volunteer Rifle Corps, incorporated with the Bombay, Baroda and Central India Railway Volunteer Rifle Corps as F Company ...	46	2	6	31	39	7	1	...	Ghadechi.	
Total ...	6,804	253	711	5,111	6,075	729				

Statement showing the strength and cost of Police on the open lines of Railway in India, and the amount of compensation payments due to thefts, for the year 1886.

Railway.	Subordinate officers.	Constables and men.	Salaries and fixed allowances of officers.	Office expenses and travelling allowances.	Salaries of subordinate officers and men.	Total cost of force per annum.	Cost of force per mile of Railway.	Compensation payments due to theft or carelessness of Police.	Compensation payments per mile of Railway.	Length of Railway open for traffic.	Remarks.
STATE IMPERIAL.	No.	No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Miles.	
EAST INDIAN (*a*)	115	341	19,200	(*b*) 24,013	86,666	1,29,879	77·00	3,248	1·88	1,723·25	(*a*) Includes branch lines worked by the Undertaking.
RAJPUTANA-MALWA	120	576	22,080	21,230	90,719	1,34,029	80·52	1,671	1·00	(*c*)1,664·41	(*b*) Includes Rs. 11,287 for contingencies and house-rent.
SOUTHERN MAHRATTA	4	216	8,607	1,174	17,818	27,599 (*d*)	57·49	166	0·35	477·50	(*c*) Includes Cawnpore Achnera Railway.
NORTH-WESTERN	161	1,118	16,076	9,984	1,44,010	1,75,133	92·71	1,470	0·78	1,889	(*d*) Includes Rs. 4,168 on account of clothing allowance to Railway Police.
EASTERN BENGAL	43	128	5,400	5,528	31,020	(*e*) 41,948	116·85	...	...	359	(*e*) This includes the proportionate cost payable by the Darjeeling-Himalayan Railway, as no Railway Police has been introduced on that line.
WARDHA COAL (*f*)	1	22	360	(*g*) 83	1,827	(*h*) 2,413	53·62	...	...	45	(*f*) Includes both "Law and Order" and "Watch and Ward."
BILÁSPUR-ETÁWA	5	20	...	...	1,729	1,729	46·73	...	...	37	(*g*) Represents cost of clothing per annum.
											(*h*) Represents actual amount disbursed during the year.
STATE PROVINCIAL.											
BAREILLY-PILIBHEET	1	8	...	55	1,252	1,307	36·31	...	...	36	
NALHÁTI	...	1	...	...	72	72	2·64	...	...	27·25	
TIRHOOT	...	82	...	...	4,950	4,950	20·12	1,044	4·24	246	
NORTHERN BENGAL	...	54	...	...	4,300	4,300	17·26	206	0·82	249	
KAUNIA-DHARLLA	...	10	...	...	850	850	23·00	20	0·54	37	
DACCA	...	40	...	...	3,246	3,246	37·74	...	...	86	
NÁGPUR-CHHÁTTÍSGARH (*f*) ...	2	98	2,640	300	8,835	11,775	79·00	...	...	149	
BURMA	12	65	...	...	15,264	15,264	46·67	...	...	327	
JORHÁT	...	(*i*) 12	...	...	...	...	...	...	...	30	(*i*) These 12 constables are under the direct control of the District Superintendent of Police, Sibsagar, and their cost is defrayed by the Police Department.
CHERRA-COMPANY GANJ	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	7	
GUARANTEED COMPANIES.											
MADRAS	9	241	3,720	5,513	27,694	36,927	42·92	23	0·03	860·38	
SOUTH INDIAN (*j*)	...	...	...	...	...	... (*l*)	...	...	...	654	(*j*) No separate Police Force maintained, the duties being performed by the Government Police paid by the State.
GREAT INDIAN PENINSULA (*k*) ...	16	858	17,633	283	1,37,065	1,70,744	113·53	3,436	2·28	1,504	(*k*) Includes Bhopal State Railway as well as other branch lines worked by the Company.
BOMBAY, BARODA AND CENTRAL INDIA (*m*)	51	380	15,864	14,669	54,654	85,187	163·82	5,242	10·08	520	(*l*) This amount is made up as under—
OUDH AND ROHILKHAND	2	356	...	1,960	27,446	29,406	43·18	393	0·58	681	
											Rs.
											Salaries and wages, including travelling expenses, as per columns 3, 4 and 5 1,54,981
											Contingencies, &c. 8,845
											Pension charges 6,918
											Total ... 1,70,744
ASSISTED COMPANIES.											
BENGAL AND NORTH-WESTERN ...	2	34	...	1,965	4,301	(*n*) 6,266	20·48	...	...	306	
ROHILKHAND-KUMAUN	1	5	...	294	655	949	17·57	...	...	55	
THATÓN-DUYINZÁIK	...	5	...	...	720	720	90	...	...	8	
DIBRU-SADIYA	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	78	(*m*) Includes the Patri line and His Highness the Gaekwar's State Railway.
											(*n*) This is an estimated cost.
NATIVE STATES.											
HIS HIGHNESS THE NIZAM'S ...	4	141	...	...	24,600	24,600	118·27	...	...	208	
MYSORE (*o*)	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	140	(*o*) The Police on this Railway are paid solely by the State, and are not charged to the Railway.
BHÁVNAGAR-GONDAL	18	63	2,200	2,090	10,688	14,978	77·61	55	0·28	193	(*p*) No separate Police Force entertained. The general Police Force of the Durbar perform the duty.
JODHPORE (*p*)	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	64	
WADHWÁN-MORVI	1	15	360	144	2,040	2,544	49·88	...	...	51	

FLOOD DAMAGES.

6. The following paragraphs detail the principal flood damages on open lines of Indian Railways in 1886.

North-Western.

7. The floods which occurred on the North-Western Railway between Umballa and Barára on the 3rd July were caused by heavy rainfall on that and the previous day in the country and in the lower ranges of the Himalayas lying to the northward. The waterway in the line proved insufficient; the water was arrested and impounded by the railway embankment, till a lake was formed which increased in area and depth until it at last topped the embankment.

Between miles 198 and 201½ several breaches in the line were made, amounting in the aggregate to 315 feet in length. These breaches were attributed to the spill-water of the Markunda, which burst its left bank between the villages of Bhoondian and Sirusgarh, and came direct on the railway embankment.

Between miles 211 and 212½ a series of large gaps were made in the line, the gap at mile 212½ being 220 feet in width. These gaps necessitated a diversion of 1½ miles in length. The floods on this part of the line were probably due to spills from the Loonda and Chittang.

A girder bridge of 10 spans of 10 feet at mile 201½ was completely thrown down, and an arched culvert of 2 spans of 5 feet at mile 200¼ so damaged as to necessitate its demolition. The floods rose above the lower flanges of the Jodha, Kootna, Markunda, Oonch Chandna, Chandna, and Chittang girder bridges. The girders of the Loondi were completely under water. No damage of any importance happened to these bridges: the bridge over the Markunda, however, was a source of great anxiety, it being a large bridge of 11 spans of 100 feet.

At Barára, the permanent-way gangsmen's huts, which were kutcha-built, were thrown down. At Mustafabad, the 2 blocks of kutcha rooms in the station building also collapsed, the waiting shed being so damaged as to necessitate its being pulled down.

Owing to the great exertions made by the staff, traffic was resumed by the 17th July.

By the 7th the floods had subsided sufficiently and the line been repaired to admit of a trolly service being carried on for the carriage of mails and 1st and 2nd class passengers.

Eastern Bengal.

8. The river Ganges at Goalundo and Dámukdia caused considerable trouble. The encroachments were so great near the 149th mile diversion, that on the 3rd September all traffic had to be carried over the new diversion near mile 145. On the 12th, the old line was breached near mile 149, and on the 15th the Pachoria bridge, on the new diversion, was washed away and through communication with Goalundo stopped.

A short diversion was put in after the floods subsided and through traffic was resumed on the 1st November.

The proposals for working during the ensuing season may be briefly described as an abandonment of Goalundo during the rains, a terminus at Rajbári, 8 miles south of Goalundo, with a branch to the south-east for work in the freshets, and a siding to the north face of the river for use when the water is going down, a return to Goalundo being contemplated in the cold weather if it should be found inexpedient to work at the north face near Rajbári.

Bengal Central.

9. The floods which occurred at the latter end of September were not so severe as those of the previous year. The only damage done was to the east and west approaches of the low level diversion at the Coldla River, where breaches of 120 and 220 feet respectively were formed. This diversion, 3,000 feet long, with a temporary bridge over the Coddla River, had been constructed south of the old bridge, in order that the girders required for the new alignment might

be removed without interruption to traffic. Up to the 25th September, trains were run over the diversion, but from that date it was found necessary to discontinue running engines over. Passenger carriages and goods wagons were however pushed over the bridge and approaches up to the 27th, on which date the low level diversion had to be abandoned.

Passengers, mails, and luggage were transhipped from one train to the other on opposite sides of the Coddla, making use of the staging erected for the removal of the girders before alluded to, the passengers walking or being trollied over and the loaded goods wagons being hand-shunted.

By the 18th October the low level diversion was repaired and traffic was resumed as before.

10. The line was breached twice during the floods, once on the 8th August 1886 by the washing away of a culvert on the 74th mile, and again on the 11th September by the failure of a pipe drain on the 26th mile: in the latter case the bank was believed to have been cut by the villagers, but no reliable information could be obtained. The traffic was carried on without interruption, passengers in a few of the trains having to be transhipped.

Dacca.

11. The only damage done by floods occurred on the 9th November 1886, when two piers of the Swarnamukhi bridge, at mile 81, on the north-west line were destroyed, and through communication was suspended until 22nd November. The bridge, which consisted of nine 30 feet arches, was supposed to be founded on hard rock, but if this were the case the rock must have disintegrated sufficiently to become susceptible of erosion, as one of the piers fell from being undermined in front.

Madras.

12. This line was breached on the morning of the 4th July 1886 by a spill from the Patiála river. The breaches occurred close to the terminal station at Patiála. They varied from one to five rail lengths, most of them outside the distant signal. Within the distant signal there were four breaches of about 1 rail length each, and in the station yard the ballast had been scoured out in a few places. The line was re-opened for traffic on the 9th.

Rájpura-Patiála.

13. On the night of the 31st August 1886 heavy and continued rain in the Kaboung valley near Toungoo caused the river to overflow its banks, an occurrence which is not known to have happened for the last 30 years. The bridge over the Kaboung, of 6 spans 100′ and 2 spans 40′, is near mile 164. On the north of the bridge the flood acted directly against the railway embankment which was breached on both sides of bridge No. 262 (2 of 20′) at mile 164½ and the bridge itself was washed out. To the south, bridge No. 257 (1 of 10′), as well as the embankments on either side, were much damaged. Diversions were at once taken in hand to restore communication as soon as possible, but there was necessarily interruption of through traffic for some days. Despatch of goods traffic was suspended for a time, but arrangements were made for passengers and mails being passed over the gaps. While the damage to the north of the "Kaboung" was directly attributable to the over-flowing of the banks of the "Kaboung," it is questionable whether any would have occurred to the south had not the floods, ponded up by the road running parallel with the Railway, breached the road embankment, and poured down on the railway in a volume which the Railway Bridge was insufficient to carry off.

Burma.

In repairing the line the banks were raised and such additional waterway provided as was considered necessary.

14. On the 11th August, a serious breach occurred at the Bordeo Khal Embankment, about ¼ mile from Company Ganj, interrupting the traffic with that station until December, when a temporary line was made. A girder bridge is to be constructed across this breach.

Cherra-Company Ganj.

ACCIDENTS.

15. The following statement gives the total number of persons killed and injured in connection with railway working during 1886 compared with 1885 :—

Accidents.

	Passengers.						Railway servants or servants of Contractors.						Other Persons.								Total all classes.	
	From causes beyond their own control.		From their own misconduct or want of caution.		Total.		From causes beyond their own control.		From their own misconduct or want of caution.		Total.		Whilst passing over Railways at level-crossings.		Trespassers and suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1885 ...	4	36	37	111	41	147	14	67	137	489	151	556	12	5	192	49	15	12	219	66	411	769
1886 ...	4	51	36	118	40	169	10	63	129	450	139	513	6	8	178	59	19	9	203	76	382	758

16. Particulars regarding accidents to trains are given in the abstract on the next page.

The number of train accidents per 1,000 train miles was 0·06 against 0·07 in 1885. There were three passengers killed from causes beyond their own control in connection with this class of accidents during 1886, being an average of one per 29½ millions of passengers travelling; 44 were injured or an average of one per 2 millions. The total number of killed and injured, *viz.*, 47, gives an average of 82$\frac{17}{20}$ millions of miles travelled for each casualty.

Abstract of Accidents to Trains during 1886.

Serial No.	CLASS OF ACCIDENTS.	NUMBER OF ACCIDENTS.		DURING 1886.						REMARKS.
				NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL.		
		1885.	1886.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	Collisions between passenger trains, or parts of passenger trains ...	9	5	...	(a) 11	...	2	...	13	(a) On the Oudh and Rohilkhand Railway, on the 28th March 1886, at Ásafpur Station, a collision occurred between Up and Down mixed trains, causing injury to 3 passengers. And on the Southern Mahratta Railway, on the 16th November 1886, at Hattimattur Station No. 33 Up mixed collided with No. 34 Down mixed train, causing slight injury to 8 passengers. The former accident was occasioned through the negligence of Station staff and the latter through the carelessness of a pointsman.
2	Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	41	58	(b) 3	(b) 24	(b) 2	(b) 5	5	29	
3	Collisions between goods trains, or parts of goods trains ...	76	72	...	1	...	(c) 4	...	5	
4	Collisions between light engines	16	4	...	...	...	...	...	...	(b) On the East Indian Railway, on the 26th March 1886, at Ásansol, the engine of a passenger train was backed against the train with considerable force, causing slight injury to 3 passengers; and on the 24th May 1886, at Patna Station, a collision occurred between a Down passenger and a Down goods train, causing injury to 7 passengers. On the Bengal Central Railway, on the 20th May 1886, at Hábra Station, No. 54 Down train collided with a ballast train, causing death to 3 passengers, and injury to 5 passengers, and 1 servant. On the North-Western Railway, on the 14th May 1886, at Phagwára Station, a collision occurred between No. 72 Down goods train and No. 5 Up mail, causing very slight injury to 7 passengers. And in an accident on the Rohilkhand-Kumaun Railway, at Káthgodám Station, on the 1st May 1886, caused through negligence of pointsman, No. 1 Up mixed train collided with a ballast train; 2 servants were killed and 1 injured.
5	Passenger trains, or parts of passenger trains leaving the rails ...	96	66	...	...	...	...	...	...	
6	Goods trains, or parts of goods trains, engines, &c., leaving the rails	287	279	...	...	...	(d) 12	...	12	
7	Trains or engines travelling in the wrong direction through points...	56	45	...	2	...	3	...	5	
8	Trains running into stations or sidings at too high a speed ...	22	12	...	...	...	...	...	...	
9	Ditto over cattle on the line	1,186	1,078	...	...	(e) 3	(e) 2	3	2	
10	Ditto over obstructions on the line	98	64	...	(f) 4	...	(g) 4	...	8	
11	Ditto through gates at level-crossings	47	46	...	...	...	2	...	2	(e) On the Rajputana-Malwa Railway, on the 29th April 1886, at Kálakhund Station, No. 67 Up goods train collided with No. 70 Down goods through carelessness of pointsman; 3 servants were injured, 2 slightly and 1 badly.
12	The bursting of boilers of engines	73	1	...	...	...	...	...	...	
12 *a*	Ditto of tubes, &c., of engines		80	...	...	...	...	...	...	(d) On the Bengal and North-Western Railway, on the 25th January 1886, at Sonepore Station, some ballast trucks and a construction brake-van of a ballast train were derailed; 4 coolies were injured, 2 seriously and 2 slightly. And in an accident on the Great Indian Peninsula Railway, at Khápri Station, on the 24th April 1886, caused through carelessness of an assistant pointsman, a wagon of a ballast train was derailed; 2 men and 3 women were slightly injured by jumping off the wagon.
13	The failure of machinery, springs, &c., of engines	224	217	...	...	...	...	...	...	
14	Ditto tyres	13	3	...	...	...	...	...	...	
15	Ditto wheels	36	1	...	...	...	...	...	...	(e) On the Southern-Mahratta Railway, at mile 68, southern extension, on the 27th November 1886, a ballast train, which was going with the brake-van foremost, came in contact with a buffalo; the brake-van with three low-sided wagons capsized, causing death to 3 coolies and injury to 2 others.
16	Ditto axles	30	24	...	...	...	...	...	...	
17	Ditto brake apparatus	2	5	...	...	...	...	...	...	
18	Ditto couplings	127	148	...	1	...	...	...	1	(f) In an accident on the Rájpura-Patiála Railway at the Patiála Station, on the 15th September 1886, the fore wheels of engine of No. 1 Up Local train were derailed; 4 passengers were bruised.
19	Ditto tunnels, bridges, viaducts, culverts, &c.	4	1	...	...	...	...	...	...	
20	Broken rails	27	24	...	...	...	...	...	...	(g) On the Kaunia-Dharlla Railway on the 19th November 1886, while the Up mixed train was about to cross the bridge, the engine came in contact with a piece of plank left between the rails, thereby derailing a truck and throwing it off the bridge into the river; 4 servants were slightly injured.
21	The flooding of portions of permanent-way...	57	47	...	...	1	...	1	...	
22	Slips in cuttings or embankments	36	12	...	...	...	...	...	...	(h) 3 men were thrown off a lorry on the Great Indian Peninsula Railway on the 18th February 1886, and were slightly injured.
23	Fire in trains	277	191	...	...	...	...	...	...	
24	Fire at stations, or involving injury to bridges or viaducts ...	22	42	...	...	...	1	...	1	
25	Other accidents	241	182	...	1	...	(h) 6	...	7	
	TOTAL ...	3,103	2,707	3	44	6	41	9	85	

	1885.	1886.
Mean Mileage open	12,091¼	12,548¾
Train miles	45,222,502	45,475,834
Number of passengers in millions	80¼	88¾

CHAPTER VII.

LINES OPEN FOR TRAFFIC.

TRAFFIC WORKING.—FARES AND RATES.

TRAFFIC WORKING.

Indian Midland.

1. The section of line from Cawnpore to Chaunrah (42 miles) was opened for traffic on the 1st April 1886, and has since been worked by the East Indian Railway Company.

North-Western System.

2. In January 1887, the section of 120 miles of the Sind-Sagar Railway from the Chenab river-bank to Bhakkar was opened for goods and passenger traffic and placed under the administration of the Director of the North-Western System.

In March 1887, the line from Pir-Chowki through the Bolan to Quetta, and the section from Sibi to Sharigh, on the Sind-Pishin Section of the North-Western Railway, were opened for goods traffic.

North-Western working mileage.

3. The mileage now worked by this system amounts to 2,058¾ miles.

Eastern Bengal.

4. The most important events in connection with the working of the Eastern Bengal Railway were the opening of the Jubilee Bridge over the River Hooghly on the 21st February 1887, and the execution of an agreement with the East Indian Railway for the interchange of coaching and goods traffic *viâ* Naihati, and another giving the East Indian Railway running powers to stations between Naihati and Sealdah and on the Chitpore Branch.

Through booking of passengers commenced on the 16th March, a branch train running between Naihati and Hooghly seven times each way daily. Through booking of goods commenced on the 1st of April. The number of passengers booked is large, considering the time that this convenience has been offered to the public; but it would be premature at present to offer an opinion regarding the probable future development of the traffic.

A revised agreement was also prepared and is now awaiting the formal approval of the Port Commissioners, the principal feature of which is that the Port Commissioners take over the working of the tramway themselves, the Eastern Bengal State Railway interchanging traffic with them at Chitpore. The new arrangement takes effect from 1st April 1887.

Considerable difficulties have been experienced from the inefficient way in which loose jute is marked, and at one time it was feared that some heavy claims would have to be met on account of mis-sent and illegibly marked consignments. The pecuniary loss, however, eventually turned out to be less than was at first expected, and the investigations made in the matter resulted in the introduction of an improved method of marking jute by symbols which will, it is hoped, do away with much of the inconvenience which has been experienced in the past.

Much inconvenience was felt in working the traffic for some time after the failure of the bridge over the Pachooria Khal, as locomotives and rolling-stock were locked up on the Goalundo side of the breach, and, moreover, the traffic had to be worked in three places—the goods steamers and flats at Kooshtea, the country boats at Pachooria Khal, and passenger steamers near Rajbari.

The absence of severe steamer competition enabled the Railway to obtain a better rate for the carriage of jute, and the earnings of the line have greatly

improved in consequence. The rate charged for the carriage of jute from Serajganj and Narayanganj was below the average of previous years, and the quantity of jute carried by the Railway in the calendar year 1886 (5,469,587 maunds) was higher than in any former year except 1882, in which year there was a very exceptional crop of jute.

With a view to obtain regular monthly shipments of jute during the busy season, special terms were advertised to consignors undertaking to forward a fixed quantity monthly. Six firms availed themselves of the offer, but four only fulfilled their engagement, and the result has not been such as to warrant a renewal of the concession during the ensuing season.

The agreement with the India General Steam Navigation Company for the goods work between Goalundo and Dacca and Narayanganj continued to work satisfactorily.

The river delivery service to mills and ships on the Hooghly between the Gourepore jute mill on the north and the Budge-Budge jute mill on the south was continued during the year. It does not appear to meet any real want on the part of the mercantile community, and as it is pecuniarily a loss to the Railway, the advisability of relinquishing it is under consideration. The town delivery service has proved a failure. The value-payable system of sending parcels is being appreciated and indicates a satisfactory development at no distant date.

The passenger despatch services between Goalundo and Narayanganj and the ferry between Diamond Harbour and Genokhally were worked with regularity throughout the year. There was a short interruption in the service between Genokhally and Tumluk on account of the steamer "Kosi" being wrecked through the criminal carelessness of the Serang in charge.

Bengal Central.

5. The Bengal Central Railway continued to be worked by the State, the Company carrying on the maintenance. The improvement in the traffic is slow, although no effort is spared to develope it. The strictest economy continues to be exercised in its working, so far as the Government Manager is in a position to do so. The Bengal Central Flotilla Company was placed under the management of Messrs. Hoare, Miller and Co. from the 1st January 1887. The route taken by the traffic from Nulchitti and other marts in the Barisal district is being carefully watched, but so far the efforts to attract the traffic to the Railway have not met with any great success.

Cawnpore-Achnera.

6. This metre-gauge line was taken over by the Bombay, Baroda, and Central India Railway Company on the 1st October 1886.

Dildárnagar-Gházipur.

7. This Railway continued to be worked by the East Indian Railway throughout the year. The traffic has not improved and there is still a considerable deficit on the net profits as compared with the interest on the capital account calculated at 4 per cent.

Dacca.

8. The passenger traffic continued to be most satisfactory, and the night running of trains, which was sanctioned on 1st September 1886, and the additional local train between Mymensingh and Guffurgaon, which commenced to run on 1st January 1887, will no doubt assist its development.

An arrangement was made to run the despatch steamers during the flood season by a circular route proceeding from Goalundo to Narayanganj *viâ* the Pudda and Megna, and returning to Goalundo *viâ* the Dacca and the Dhaleswari. This arrangement obviated the necessity of running passengers to the store siding at Postgolla, and avoided the consequent delay which would have occurred in the journey between Dacca and Narayanganj.

The agreement with the India General Steam Navigation Company for the interchange of traffic at Narayanganj continued to work satisfactorily.

Rohilkhand-Kumaun.

9. The traffic, both in passenger and goods, has increased considerably during the year, a considerable traffic in rice, grain, seeds and wood having sprung up at Kichha Road and Lal Kua Stations. The tonga and cart services between

Kathgodám and the hill station at Naini Tal were worked satisfactorily and their general effect on the traffic of the railway must have been good. The goods traffic on the Bareilly-Pilibheet line worked by this Company does not show much improvement owing to partial failure in the rice crop. The passenger traffic has, however, been fair and shows signs of steadily advancing.

Mysore.

10. On the 1st July 1886 this line was taken over by the Southern Mahratta Railway Company.

Bhopal-Itársi.

11. The maintenance of this line was handed over to the Great Indian Peninsula Railway Company on the 30th September 1886.

Grain and seeds traffic.

12. The traffic in grain and seeds in 1886 shows an increase over that of the preceding year of 82,540 tons, or 1·53 per cent., the actual figures being—

		Tons.
In	1885	5,393,789*
In	1886	5,476,329

Wheat traffic.

13. The wheat traffic shows no improvement on the whole compared with the preceding year, owing to the very large falling off in the export wheat trade of the Punjab, caused by high prices and the scarcity of food grains.

The quantities carried by the important exporting railways have been, during the past three years, as follow :—

Railways.	1884.	1885.	1886.
	Tons.	Tons.	Tons.
Great Indian Peninsula	400,881	457,842	553,362
Bombay, Baroda and Central India ...	59,693	178,231	146,295
East Indian	186,018	369,000	415,211
Sind, Punjab and Delhi	249,519	455,391	
Punjab Northern ... North-Western ...	79,819	80,664	249,829
Indus Valley ...	203,632	345,635	

While the exports from the three chief ports have been—

	1884.	1885.	1886.
	Tons.	Tons.	Tons.
Bombay	376,834	565,376	623,217
Calcutta	130,004	213,759	338,414
Kurrachee	193,000	325,981	179,857
Total ...	699,838	1,105,116	1,141,488

* As corrected in returns for 1886.

14. The table on pages 80 to 85 contain particulars of the passenger and goods traffic and the unit mileages of the same carried on the various Railways during 1886.

Passenger and goods traffic. Unit mileage, 1886.

FARES AND RATES.

15. The following paragraphs detail the chief alterations in rates and fares on the open lines during the year. The tables on pages 78 and 79 show the ordinary passenger fares and goods rates in force on Indian Railways on the 31st December 1886.

Coaching Fares.

North-Western.

16. The passenger fares were rearranged during the year as follows :—

1st Class—15 pies per mile for sleeping accommodation.

" " —12 pies per mile for local distances where no sleeping accommodation is provided.

2nd Class—8 pies per mile for sleeping accommodation.

" " —6 pies per mile for local distances, where no sleeping accommodation is provided.

	Over 250 miles.	Under 250 and over 125.	Under 125.
Intermediate Class	3 pies.	3½ pies.	4 pies.
Third Class	2 pies.	2½ pies.	2½ pies.

Nalhati.

17. With a view to create local traffic, double-journey third-class tickets from all intermediate stations to Nalhati and to Azimganj were issued to retail vendors at single fare available for 48 hours. Double-journey tickets for third-class passengers were also issued at reduced fares when fairs and festivals were being held.

Tirhoot.

18. The reduction of the third-class fare to 1·75 pies per mile, alluded to in the report for 1884-85, still shows very satisfactory results, there being a steady increase in the number of, and receipts from, passengers.

Madras.

19. From 1st July 1836 single third-class tickets at 1½ pies per mile have been issued by all trains except mail trains. The fare by mail train is still 2 pies per mile for single, and 4 pies for double journey. The change has resulted in a considerable increase in the number of passengers carried, with a satisfactory improvement in receipts.

Bengal and North-Western.

20. On the 1st February 1886, the third-class fare was reduced to 2 pies per mile. Since then there has been a considerable increase in the number of passengers carried and in the receipts as compared with 1885. This is attributable in part to the reduction of fare, but chiefly to the natural development of traffic.

Mysore.

21. From 1st July 1886 first and second-class fares were raised from 12 and 6 pies to 18 and 9 pies respectively. Return tickets at a fare and a half still issue under the same conditions as before.

Goods Rates.

East Indian.

22. The following are the principal alterations in the rates on this line :— Grains and seeds from and *viâ* Jubbulpore to Howrah reduced to Rs. 53 per 100 maunds or ·13 pie per maund per mile. Wheat and other grains and seeds when

booked from and *viâ* Aligarh to Howrah reduced to Rs. 57 per 100 maunds, or ·12 pie per maund per mile. Salt from Howrah to Moghal Sarai reduced to Rs. 39 per 100 maunds, or ·16 pie per maund per mile. Salt from Howrah to Benares reduced to Rs. 37 per 100 maunds, or ·15 pie per maund per mile. Piece-goods from Howrah to and *viâ* Delhi reduced to Rs. 241 per 100 maunds, or ·485 pie per maund per mile. Grains and seeds and other special A class goods between Howrah and Bijapur reduced to Rs. 21 per 100 maunds, or ·23 pie per maund per mile.

23. Beyond assimilating the varying rates of the several undertakings into one amalgamated tariff, and a revision in the rates for salt from Khewra, which has resulted in increased bookings to long distances, no important alterations have been made in the goods rates.

North-Western.

24. The carriage of drum jute from Khoolna to Calcutta was reduced to two annas three pies per maund, which is equivalent to $\frac{1}{4}$ pie per maund per mile.

Bengal Central.

25. The rate for special class goods and seeds has been kept at 20 pies per 100 maunds per mile for distances over 70 miles, and has produced a large increase in tonnage and receipts. The rate for salt upwards from Howrah has been lately reduced to $\frac{1}{6}$th pie per maund per mile, and is expected to give good results and prevent empty running from the river terminus.

Tirhoot.

26. The rate for the carriage of wheat from Delhi and *viâ* Delhi, and from Agra and *viâ* Agra, to Bombay, has been reduced from 11 annas a maund to 10 annas nine pies per maund, the rate for other grains and seeds being reduced from eleven annas six pies to eleven annas.

Bombay, Baroda and Central India.

27. The rate for kerosine oil booked *viâ* Benares to and *viâ* Saháranpur has been reduced from middle class ($\frac{1}{2}$ pie per maund per mile) to Rs 60 per 100 maunds per mile, or ·214 pie per maund per mile.

Oudh and Rohilkhand.

28. The rate for wool has been reduced from 4 pies to 1·88 pies, and bone-dust and oil-cake from 3 pies to 1·5 pies per maund per mile, inclusive of handling charges.

Darjeeling-Himalayan.

The rate for luggage and parcels has been reduced, with effect from the 22nd November 1886, to one anna per maund per mile.

29. On the opening of the Uska and Naipalganj extensions a special rate of $\frac{1}{7}$th pie per maund per mile was introduced for the carriage of rice from Uska and Naipalganj for through booking with the Oudh and Rohilkhand Railway, and also a general rate of $\frac{1}{8}$th pie per maund per mile for all grain and seeds and pulses carried for distances of 100 miles and over.

Bengal and North-Western.

Special rates were also quoted for the carriage of jaggery, turmeric, and spices. For the carriage of timber and grass a rate of 2 annas per wagon per mile is now in force.

30. A special rate of 3 annas a maund for salt from Pachbadra to Marwar Junction has been quoted.

Jodhpore.

31. The special rates for loose jute from Narayanganj and Serajganj to Calcutta underwent a series of reductions during 1885, owing to the severe water competition, until they reached a minimum of 2 annas, or ·09 pie per maund per mile, from the former place, and 2 annas 3 pies or ·12 pie per maund per mile, from the latter.

Eastern Bengal.

During 1886, after removal of the competing steamer services, the rates were raised, and at the end of that year stood at 5 annas, or ·24 pie per maund per mile, from Narayanganj, and 6 annas 6 pies, or ·36 pie per maund per mile from Serajganj.

Table showing Ordinary Passenger Fares and Goods Rates

NAMES OF RAILWAYS.	PASSENGER FARES PER MILE.				GOODS			
					SPECIAL CLASS PER TON PER MILE.		1ST CLASS.	
	1st Class.	2nd Class.	Intermediate or 3rd Class.	4th or Lowest Class.	Food grains.	Coal.	Per ton per mile.	Per maund per mile.
STATE IMPERIAL.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
EAST INDIAN	18	9	4·50	2·50	(*a*)	(*b*)	9·07	0·33
RAJPUTANA-MALWA	15	8	3·00	2·00 to 2·66	(*c*)	(*d*)	9·53	0·35
SOUTHERN MAHRATTA	18	9	...	2·50	6·75	4·05	9·00	0·33
NORTH-WESTERN	12 and 15	6 and 8	4·00 3·50 3·00	2·50 2·25 2·00	(*e*)	5·44 4·54	9·07	0·33
EASTERN BENGAL	18	9	4·00	2·50	5·72	5·44	9·07	0·33
WARDHA COAL	18	9	4·00	2·00	8·00	4·50	10·00	0·37
BENGAL CENTRAL	12	6	4·50	3·00	4·08	4·08	9·07	0·33
BILÁSPUR-ETÁWA	18	9	4·50	2·50	9·07	9·07	9·07	0·33
STATE PROVINCIAL.								
BAREILLY-PILIBHEET	18	...	4·50	2·00	(*j*) 6·81	(*k*) 5·44	(*g*) 9·07	(*g*) 0·33
NALHÁTI	18	6	...	3·00	7·89 & 8·98	11·43	11·98	0·44
TIRHOOT	18	9	4·50	1·75	(*l*)	(*m*)	9·07	0·23
NORTHERN BENGAL	18	9	4·00	(*n*) 2·50	5·44 & 3·89	5·44 & 3·89	9·07	0·33
DACCA	18	9	4·00	2·50	6·81	...	9·07	0·33
NÁGPUR-CHHATTÍSGARH	18	8	4·00	2·00	(*o*)	6·00	10·00	0·37
BURMA	14·9	6	...	3·00	7·98	7·98	12·27	0·45
GUARANTEED COMPANIES.								
MADRAS	18	7	...	1·5 & 2·00	4·53 & 6·81	8·00	10·00	0·37
SOUTH INDIAN	12	6	3·00	2·00	(*p*)	(*p*)	(*p*)	(*p*)
GREAT INDIAN PENINSULA	12	6	...	3·00 & 2·50	5·00 to 8·00	5·00	10·00, 9·50 & 9·00	0·37, 0·35 & 0·33
BOMBAY, BARODA AND CENTRAL INDIA ...	12	6	3·00	2·50	(*c*)	(*d*)	(*q*) 10·89	(*q*) 0·40
OUDH AND ROHILKHAND	...	Upper 9	4·00	Lower 2·50	4·53 & 5·44	5·44	(*g*) 6·80	(*g*) 0·25
ASSISTED COMPANIES.								
DARJEELING-HIMALAYAN	72	36	...	15·00	63·96	38·38	81·66	3·00
BENGAL AND NORTH-WESTERN ...	15	9	4·00	(*r*) 2·00	6·81 to 3·40	6·81	9·07	0·33
ROHILKHAND-KUMAUN	28·66	...	14·33	4·30	11·43	5·44	(*g*) 19·05	(*g*) 0·70
DIBRU-SADIYA	18	9	...	4·00	...	8·00	27·22	1·00
NATIVE STATES.								
H. H. THE GAEKWAR'S	...	Upper 7	...	Lower 3·00	(*s*)	7·89	10·89	0·40
H. H. THE NIZAM'S	18	6	2·50	2·00	8·00	6·00	10·00	0·37
MYSORE	18	9	...	3·00	7·03	8·00	10·00	0·37
BHÁVNAGAR-GONDAL	12	6	...	2·5 to 3·00	7·00	8·00	10·89	0·40
JODHPORE	18	6	...	2·00	10·89	(*t*) 21·78	21·78	0·80

(*a*) All Stations except Howrah.
For first 100 miles ... 9·07 pies per ton per mile.
Extra distance over 100 up to 450 miles 4·63 „ „ „
„ „ above 450 miles 3·27 „ „ „
The rates for carriage to Howrah are various, *vide* page 9 of the Goods Tariff for December 1886.

(*b*) For distances over 100 miles 9·07 pies per ton per mile.
„ of and over 100 and under 300 miles 6·81 „ „ „
„ „ „ 300 „ 600 „ 4·54 „ „ „
„ over 600 miles 3·89 „ „ „
For Coal for North-Western Railway from Giridih to Ghaziabad ... ... 3·27 „ „ „

(*c*) 9·53 pies per ton per mile from 1 to 100 miles
6·81 „ „ „ „ „ 101 to 200 „
4·08 „ „ „ „ „ 201 to 400 „
2·72 „ „ „ „ „ over 400 „
When in consignments of 160 maunds or 5·88 tons or over; when less than 160 maunds, 1st class rate.

(*d*) As above when carried for the public; Railway coal at 3·54 pies per ton per mile.
(*e*) The rates are 6·81, 5·44, 4·54, 3·89, and 3·40 pies.
(*f*) Special class rates A to D.
(*g*) Low class.
(*h*) Middle class.
(*i*) High class.
(*j*) In through booking only when consignments are not less than 220 maunds or 8·08 tons.
(*k*) In through booking only when consignments are less than 220 maunds or 8·08 tons and over 50 maunds or 1·84 tons.

in pies on the principal Indian Railways on 31st December 1886.

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		NAMES OF RAILWAYS.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	STATE IMPERIAL.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	EAST INDIAN.
14·29	0·53	19·05	0·70	23·14	0·85	27·22	1·00	RAJPUTANA-MALWA.
13·50	0·50	18·00	0·66	27·00	1·00	36·00	1·33	SOUTHERN MAHRATTA.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	NORTH-WESTERN.
18·15	0·67	27·22	1·00	...	...	...	...	EASTERN BENGAL.
14·00	0·51	24·00	0·88	34·00	1·25	48·00	1·76	WARDHA COAL.
( ) 3·81	(*f*) 0·14	(*f*) 4·63	(*f*) 0·17	(*f*) 5·44	(*f*) 0·20	(*f*) 6·81	(*f*) 0·25	BENGAL CENTRAL.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	BILÁSPUR-ETÁWA.
								STATE PROVINCIAL.
(*h*) 13·61	(*h*) 0·50	(*i*) 27·22	(*i*) 1·00	...	...	...	...	BAREILLY-PILIBHEET.
17·96	0·66	23·95	0·88	35·93	1·32	71·86	2·64	NALHÁTI.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	TIRHOOT.
18·15	0·67	27·22	1·00	...	...	...	...	NORTHERN BENGAL.
18·15	0 67	27·22	1·00	...	...	...	...	DACCA.
14·00	0·51	24·00	0·88	34·00	1·25	48·00	1·76	NÁGPUR-CHHATTÍSGARH.
15·34	0·56	19·95	0·73	...	...	...	...	BURMA.
								GUARANTEED COMPANIES.
13·61	0·50	18·00	0·66	24·00	0·88	36·00	1·32	MADRAS.
(*p*)	(*p*)	(*p*)	(*p*)	(*p*)	(*p*)	(*p*)	(*p*)	SOUTH INDIAN.
14·00 & 13·50	0·52 & 0·50	23·80, 22·00 & 20·00	0·88, 0·82 & 0·74	34·00, 28·00 & 25·00	1·26, 1·04 & 0·93	48·00, 42·00 & 34·00	1·78, 1·56 & 1 26	GREAT INDIAN PENINSULA.
(*q*) 16·33	(*q*) 0·60	(*q*) 21·78	(*q*) 0·80	(*q*) 27·22	(*q*) 1·00	(*q*) 32·66	(*q*) 1·20	BOMBAY, BARODA AND CENTRAL INDIA.
(*h*) 13·61	(*h*) 0·50	(*i*) 27·22	(*i*) 1·00	...	...	...	...	OUDH AND ROHILKHAND.
								ASSISTED COMPANIES.
108·88	4·00	136·10	5·00	...	...	...	...	DARJEELING-HIMALAYAN.
13·61	0·50	18 15	0·67	22 68	0·83	27·22	1·00	BENGAL AND NORTH-WESTERN.
(*h*) 28·58	(*h*) 1·05	(*i*) 54·44	(*i*) 2·00	...	...	...	...	ROHILKHAND-KUMAUN.
54·44	2·00	81·66	3·00	...	...	...	...	DIBRU-SADIYA.
								NATIVE STATES.
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	H. H. THE GAEKWAR'S.
14·00	0·51	24·00	0·88	34·00	1·25	48·00	1·76	H. H. THE NIZAM'S.
13·61	0·50	18·00	0·67	24·00	0 89	36·00	1·33	MYSORE.
16·33	0·60	21·77	0·80	27·22	1·00	32·66	1·20	BHÁVNAGAR-GONDAL.
27·22	1·00	29·94	1·10	34·03	1·25	38·11	1·40	JODHPORE.

(*l*) 5·44 pies per ton per mile for distances of and over 70 miles.
7·62 „ „ „ for distances less than 70 miles.
(*m*) 5·44 pies per ton per mile when carried in bulk.
6·81 „ „ when carried in bags.
(*n*) Also 2·25 pies for first 100 miles and 2·00 pies for next 100 miles.
(*o*) 9·5 pies per ton per mile from 1 to 100 miles.
9 „ „ „ „ above 100 miles.
(*p*) Special 9·07 pies per ton per mile or 0·33 pies per maund per mile.
Ordinary 13·61 „ „ „ or 0·50 „ „ „
Combustibles 54·44 „ „ „ or 2·00 „ „ „
And in Truck loads of 162 maunds or 5·95 tons, 3 annas per mile, and of 270 maunds, or 9·92 tons, 5 annas per mile.
(*q*) These are for Local booking, as also for booking between Bombay, Baroda and Central India Railway Stations and Foreign Railway Stations reached *vid* Dadar and Wadhwan. In all other cases the rates are as follows:—
1st Class 9·53 pies per ton per mile or 0·35 pies per maund per mile.
2nd „ 14·29 „ „ „ or 0·53 „ „ „
3rd „ 19·05 „ „ „ or 0·70 „ „ „
4th „ 23·14 „ „ „ or 0·85 „ „ „
5th „ 27·22 „ „ „ or 1·00 „ „ „
(*r*) Reduced from 2½ to 2 pies on 1st February 1886.
(*s*) For distances up to 150 miles 7·89 pies per ton per mile.
„ „ from 151 to 400 miles 7·08 pies per ton per mile.
(*t*) Revenue Coal is carried at 5·44 pies per ton per mile.
N.B.—Cawnpore-Achnera Railway, same rates as on the Rajputana-Malwa Railway.

Statement showing the Passenger Traffic on the several

Railway.	PASSENGER					
	First class.		Second class.		Third or Intermediate.	
	Number.	Receipts.	Number.	Receipts.	Number.	Receipts.
		Rs.		Rs.		Rs.
STATE IMPERIAL.						
East Indian	50,037	5,25,256	166,178	7,45,863	611,116	5,34,974
Rajputana-Malwa	17,146	1,47,932	66,157	2,19,048	114,226	1,33,857
Southern Mahratta	1,805	13,763	6,508	16,643	...	...
North-Western	39,278	2,59,525	115,741	3,75,810	96,512	1,36,904
Eastern Bengal	42,097	74,270	96,217	77,793	677,498	2,42,816
Wardha Coal	332	823	259	372	1,242	954
Bengal Central	2,951	4,520	25,800	11,031	115,958	43,364
Bilaspur-Etawa	23	79	47	52	176	104
Total State Imperial ...	153,669	10,26,168	476,907	14,46,612	1,616,728	10,92,973
STATE PROVINCIAL.						
Cawnpore-Achnera (a)	1,393	2,926	3,539	3,991	3,848	2,209
Bareilly-Pilibhet	224	790	...	...	691	535
Lucknow-Sitapur-Sihramau	...	...	(b) 446	(b) 807	382	266
Nalhati	558	1,473	4,644	4,085	...	...
Tirhoot	7,984	26,072	8,730	16,161	8,335	7,635
Northern Bengal	3,987	43,022	11,169	48,325	37,531	41,603
Kaunia-Dhabla	741	1,619	2,293	1,873	...	...
Dacca	2,470	3,566	5,016	5,003	21,531	7,952
Nagpur-Chhattisgarh	2,636	4,780	12,271	7,129	10,040	3,121
Burma	7,704	30,302	86,865	86,203	...	...
Jorhat	312	397	...	...	...	...
Cherra-Company ganj	...	...	(b) 117	(b) 64	...	...
Total State Provincial ...	28,009	1,15,937	135,090	1,73,641	82,361	63,321
GUARANTEED COMPANIES.						
Madras	16,993	1,85,890	64,828	2,13,272	...	...
South Indian	11,730	41,301	30,360	44,611	99,410	61,267
Great Indian Peninsula ...	65,563	3,54,917	411,083	6,42,247	(d) 554,142	(d) 9,15,408
Bombay, Baroda and Central India ...	86,543	1,28,745	823,477	2,79,332	(d) 581,575	(d) 8,01,982
Oudh and Rohilkhand	...	...	(b) 28,864	(b) 1,15,837	59 945	75,868
Total Guaranteed Companies ...	180,829	7,10,853	1,358,612	12,95,299	1,295,072	18,54,525
ASSISTED COMPANIES.						
Darjeeling-Himalayan	1,934	27,591	5,963	43,113	...	...
Deoghur	362	181	...	...	173,565	22,618
Bengal and North-Western ...	3,217	10,994	8,072	14,838	7,852	4,811
Rohilkhand-Kumaun	3,025	27,763	...	...	4,941	23,785
Thaton-Duyinzaik (f)	...	...	...	...	...	...
Dibru-Sadiya	2,859	4,711	3,356	4,968	...	...
Total Assisted Companies ...	11,397	71,240	17,391	62,919	186,358	51,214
NATIVE STATES.						
His Highness the Gaekwar's	...	...	(b) 3,173	(b) 2,470	...	...
His Highness the Nizam's	5,314	34,793	27,613	47,464	(d) 214,847	(d) 1,43,997
Mysore	2,950	10,388	10,863	13,315	...	...
Bhavnagar-Gondal	2,698	9,044	13,829	16,888	...	...
Jodhpore	630	3,462	2,068	3,540	...	...
Rajpura-Patiala	606	679	1,131	590	360	121
Wadhwan-Morvi	...	...	(g) 35,618	(g) 17,032	...	...
Total Native States ...	12,198	58,266	94,295	1,01,299	215,207	1,44,118
TOTAL OF ALL RAILWAYS ...	386,102	19,82,464	2,082,295	30,79,770	3,395,726	32,06,151

(a) The figures are for the first half of 1886 only.
(b) Upper Class.
(c) LowerClass.
(d) Third Class passengers by mail train.

Railways during the year ending 31st December 1886.

TRAFFIC.					
FOURTH OR LOWEST.		Other coaching traffic.	TOTAL.		RAILWAY.
Number.	Receipts.		Number.	Receipts.	
	Rs.	Rs.		Rs.	
					STATE IMPERIAL.
13,035,780	1,10,75,031	18,59,483	13,863,111	1,47,40,607	EAST INDIAN.
6,846,068	41,43,236	6,00,079	7,013,597	52,44,152	RAJPUTANA-MALWA.
878,880	4,64,075	44,885	887,193	5,39,366	SOUTHERN MAHRATTA.
9,467,036	65,52,100	10,16,172	9,718,567	83,40,511	NORTH-WESTERN.
3,991,253	13,18,814	2,21,060	4,807,065	19,34,753	EASTERN BENGAL.
124,227	32,129	2,329	126,060	36,607	WARDHA COAL.
1,113,666	3,81,641	6,418	1,258,375	4,46,974	BENGAL CENTRAL.
4,190	1,6.1	150	4,436	1,986	BILÁSPUR-ETÁWA.
35,461,100	2,39,68,627	37,50,576	37,708,404	3,12,84,956	TOTAL STATE IMPERIAL.
					STATE PROVINCIAL.
871,121	2,52,860	14,559	879,901	2,76,545	CAWNPORE-ACHNERA (*a*).
97,553	31,359	1,481	98,471	34,168	BAREILLY-PILIBHEET.
(*c*) 22,881	(*c*) 6,832	566	23,709	8,471	LUCKNOW-SITAPUR-SIHRÁMAU.
127,718	41,785	5,357	132,920	52,700	NALHÁTI.
1,761,234	5,36,198	67,124	1,786,283	6,53,490	TIRHOOT.
963,937	5,28,086	99,180	1,016,624	7,61,116	NORTHERN BENGAL.
95,534	32,206	6,691	98,568	42,389	KAUNIA-DHARLLA.
498,528	1,38,174	10,744	527,545	1,65,439	DACCA.
773,601	1,94,149	16,929	798,548	2,26,108	NÁGPUR-CHHATTÍSGARH.
2,888,956	11,60,010	1,17,139	2,983,525	13,93,744	BURMA.
10,983	1,721	141	11,295	2,259	JORHÁT.
(*c*) 4,446	(*c*) 542	31	4,563	637	CHERRA-COMPANY GANJ.
8,116,492	29,24,222	3,39,945	8,361,952	36,17,066	TOTAL STATE PROVINCIAL.
					GUARANTEED COMPANIES.
6,292,897	24,41,825	4,86,024	6,374,718	33,27,011	MADRAS.
6,460,294	22,98,200	1,18,761	6,601,794	25,64,140	SOUTH INDIAN.
(*c*) 8,489,765	(*c*) 45,90,765	13,82,227	9,520,553	78,85,564	GREAT INDIAN PENINSULA.
(*c*) 10,135,771	(*c*) 22,60,135	4,15,856	11,627,366	38,86,050	BOMBAY, BARODA AND CENTRAL INDIA.
(*c*) 3,564,042	(*c*) 23,16,554	1,77,254	3,652,851	26,85,513	OUDH AND ROHILKHAND.
34,942,769	1,39,07,479	25,80,122	37,777,282	2,03,48,278	TOTAL GUARANTEED COMPANIES.
					ASSISTED COMPANIES.
27,408	61,660	51,024	35,305	1,83,388	DARJEELING-HIMALAYAN.
...	...	...	173,927	22,799	DEOGHUR.
1,450,617	5,90,754	42,566	1,478,758	6,63,963	BENGAL AND NORTH-WESTERN.
95,273	62,485	33,903	103,239	1,47,936	ROHILKHAND-KUMAÚN.
...	...	...	...	...	THATÓN-DUYINZÁIK (*f*).
66,792	35,051	7,155	73,007	51,885	DIBRU-SADIYA.
1,649,090	7,49,950	1,34,648	1,864,236	10,69,971	TOTAL ASSISTED COMPANIES.
					NATIVE STATES.
(*c*) 281,744	(*c*) 86,229	2,375	284,917	91,074	HIS HIGHNESS THE GAEKWAR'S.
(*c*) 451,310	(*c*) 2,41,688	79,881	699,084	5,47,823	HIS HIGHNESS THE NIZAM'S.
471,678	2,47,074	19,922	485,491	2,90,699	MYSORE.
802,655	4,57,006	31,703	819,182	5,14,641	BHÁVNAGAR-GONDAL.
208,018	91,241	13,031	210,716	1,11,274	JODHPORE.
187,339	35,107	1,620	189,436	38,017	RÁJPURA-PATÍÁLA.
...	...	687	35,618	17,719	WADHWÁN-MORVI.
2,402,744	11,58,345	1,49,219	2,724,444	16,11,247	TOTAL NATIVE STATES.
82,572,195	4,27,08,623	69,54,510	88,436,318	5,79,31,518	TOTAL OF ALL RAILWAYS.

(*c*) Third Class passengers by other than mail.
(*f*) Return not received.
(*g*) Upper and Lower Class.

Statement showing the Goods Traffic on the several

GOODS

Railway.	General Merchandise.		Military Stores.		Railway Materials for construction.		Coal for public and construction.	
	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.
STATE IMPERIAL.		Rs.		Rs.		Rs.		Rs.
East Indian (a)	2,839,370	2,53,17,752	9,885	4,26,912	91,809	80,327	988,657	52,56,419
Rajputana-Malwa (b)	1,078,912	1,14,32,186	4,306	81,452	30,344	55,189	7,257	42,810
Southern-Mahratta	144,397	6,85,033	99	2,474	126,252	322,161	144	491
North-Western (c)	1,526,699	1,47,59,073	14,090	2,39,913	52,499	63,938	20,325	1,31,929
Eastern-Bengal	543,488	26,98,362	236	2,044	23,924	20,210	28,338	52,250
Wardha Coal	27,60	59,423	...	1	1,090	1,475	96,257	98,803
Bengal Central	35,877	78,028	10	16	...	...	5,819	8,771
Bilaspur Etáwa	971	954	...	...	7,531	3,299	2,328	4,147
Total State Imperial ...	6,197,319	5,50,30,811	28,626	7,52,812	332,952	5,46,599	1,149,135	55,95,620
STATE PROVINCIAL.								
Cawnpore-Achnera (d) ...	103,725	2,39,219	471	6,168	5,190	432	1,510	3,553
Bareilly-Pilibheet	27,541	49,909	9	10	13,918	8,794	75	28
Luckow-Sitapur-Sihrámau ...	4,627	7,707	19	83	3,440	2,449	...	...
Nalháti	8,372	18,205	1	4	...	...	6,202	10,424
Tirhoot	214,464	5,84,435	19	173	7,554	20,032	9,214	21,918
Northern-Bengal ...	253,696	15,05,817	238	3,888	25,154	55,661	2,749	13,213
Kaunia-Dhariia	6,498	11,757	52	129	...	1	83	165
Dacca	7,925	34,776	2	15	30,988	32,783	218	859
Nágpur-Chhattísgarh... ...	215,435	11,52,031	236	256	6,427	5,123	1,954	661
Burma	262,951	10,57,872	3,867	40,778	4,466	7,261	6,785	22,563
Jorhát	5,462	33,558	...	...	661	1,328	43	132
Cheerra-Company ganj ...	3,643	2,504	...	...	16	13	...	...
Total State Provincial ...	1,114,339	46,97,790	4,914	51,504	96,914	1,33,877	28,233	73,546
GUARANTEED COMPANIES.								
Madras	656,601	41,88,281	2,103	61,216	5,520	32,956	1,592	9,153
South Indian (e)	759,023	21,37,422	106	3,305	216,072	76,541	7	2
Great Indian Peninsula (f) ...	1,923,878	2,90,16,868	5,819	140,522	54,845	1,21,253	60,161	2,14,469
Bombay, Baroda and Cenl. India	1,111,925	86,89,643	996	24,951	16,577	16,490	33,296	1,56,529
Oudh and Rohilkhand ...	716,769	27,50,665	2,977	22,613	503,775	3,56,347	6,478	12,085
Total Guaranteed Companies...	5,168,196	4,67,82,879	12,001	2,52,607	796,789	6,03,587	101,534	3,92,238
ASSISTED COMPANIES.								
Darjeeling-Himalayan ...	17,108	2,93,128	...	...	10	40	594	2,448
Deoghur	6,561	1,895	...	...	...	...	...	...
Bengal and North-Western ...	1,62,505	8,21,451	26	411	40,710	1,19,927	2,371	8,754
Rohilkhand-Kumaun	40,754	62,558	58	412	9,924	11,882	75	27
Thatón-Duyinzáik (g)	...	...	...	...	...	...	...	...
Dibru-Sadiya	13,146	1,10,219	...	...	...	...	63,295	1,54,877
Total Assisted Companies...	240,074	12,89,251	84	823	50,644	1,31,849	66,335	1,66,106
NATIVE STATES.								
His Highness the Gaekwar's ...	34,668	59,695	...	1	640	263	3	4
His Highness the Nizam's ...	103,373	6,07,681	743	10,268	24,885	1,31,866	462	1,691
Mysore	49,320	1,55,928	12	69	1,305	5,224	23	93
Bhávnagar-Gondal	70,493	4,17,256	...	...	2,715	2,009	770	2,271
Jodhpore	19,307	77,766	...	...	12,362	8,484	69	100
Rájpúra-Patiála	27,659	24,580	...	...	...	...	1,035	904
Wadhwán Morvi	2,359	17,087	...	...	...	...	...	...
Total Native States ...	307,179	13,59,993	755	10,338	41,907	1,47,846	2,362	5,063
TOTAL OF ALL RAILWAYS ...	13,027,107	10,91,60,724	46,380	10,68,084	1,319,206	15,63,758	1,347,599	62,32,573

(a) Includes the Branch lines worked, *viz.*, Sindia, Patna-Gya, Dildárnagar-Gházipur, Tárakeshwar and Indian Midland.
(b) Includes the figures of the Cawnpore-Achnera Railway for the last three months of 1866.
(c) Includes Amritsar-Pathánkot Railway.

Railways during the year ending 31st December 1886.

TRAFFIC.

Coal for revenue only.		Revenue Stores other than Coal.		Live-stock.		Miscellaneous.	Total.		Railway.
Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Receipts.	Tons.	Receipts.	
	Rs.		Rs.		Rs.	Rs.		Rs.	STATE IMPERIAL.
194,030	4,57,501	1,006,862	6,41,595	1,660	68,919	89,977	5,131,773	3,23,39,405	East Indian(*a*).
72,883	2,34,056	101,482	1,61,164	345	14,969	11,914	1,295,549	1,20,33,740	Rajputana-Malwa(*b*).
6,068	19,961	25,340	34,484	14	94	3,268	302,314	10,66,966	Southern Mahratta.
43,393	1,63,100	570,474	7,45,600	1,914	38,778	1,38,332	2,229,394	1,62,80,663	North-Western (*c*).
35,304	33,784	80,938	54,418	45	914	16,201	712,273	28,78,183	Eastern Bengal.
33	29	2,044	3,176	...	...	464	127,029	1,63,371	Wardha Coal.
3,493	2,235	6,721	2,905	4	58	948	51,924	92,961	Bengal Central.
...	...	15	87	...	...	8	10,848	8,445	Bilaspur-Etáwa.
355,204	9,10,669	1,793,876	16,42,379	3,982	1,23,732	2,61,112	9,861,094	6,48,63,734	Total State Imperial.
									STATE PROVINCIAL.
3,187	7,093	2,563	2,140	...	11	696	116,646	2,59,312	Cawnpore-Achnera (*d*).
...	...	62	63	...	...	415	40,705	59,219	Bareilly-Pilibhet.
4	3	1	1	...	...	28	8,091	10,271	Lucknow-Sitapur-Sihramau.
3	3	368	245	...	...	383	14,946	29,264	Nalhati.
7,057	10,387	3,331	7,628	...	...	26,364	241,639	6,70,967	Tirhoot.
7,996	17,188	25,234	40,397	360	9,177	3,961	315,427	16,49,802	Northern Bengal.
59	22	252	139	...	...	1,283	6,944	13,496	Kaunia-Dharlla.
560	491	739	364	4	117	324	40,436	69,729	Dacca.
5,654	13,348	11,288	9.261	...	43	4,321	240,394	11,85,044	Nágpur-Chhattísgarh.
186	95	32,401	42,695	1,963	35,365	4,157	312,622	12,10,786	Burma.
312	464	66	125	...	...	...	6,544	35,607	Jorhát
19	9	...	...	...	...	...	3,678	2,526	Cheera-Company ganj.
25,037	49,103	76,308	1,03,558	2,327	44,713	41,932	1,348,072	51,96,023	Total State Provincial.
									GUARANTEED COMPANIES.
491	231	235,726	96,192	1,664	58,729	11,083	903,687	44 57,841	Madras.
13,588	20,921	326,979	88,224	336	4,665	4,069	1,316,111	23,35,149	South Indian (*e*).
162,766	6,28,445	389,187	7,24,803	9,129	1,00,853	51,154	2,605,785	3,09,98,367	Great Indian Peninsula (*f*).
35,572	81,400	123,202	1,56,005	12,352	2,45,034	11,109	1,333,920	93,81,161	Bombay, Baroda and Central India.
60,440	1,74,930	117,533	81,731	76	1,872	9,749	1,408,048	34,09,992	Oudh and Rohilkhand.
272,847	9,05,927	1,192,627	11,46,955	23,557	4,11,153	87,164	7,567,551	5,05,82,510	Total Guaranteed Companies.
									ASSISTED COMPANIES.
1,531	7,087	403	1,744	...	479	633	19,646	3,05,559	Darjeeling-Himalayan.
192	...	...	...	...	...	323	6,753	2,218	Deoghur.
19,137	22,015	2,102	5,471	37	554	3,574	226,888	9,82,157	Bengal and North-Western.
...	...	357	362	19	203	382	51,187	75,826	Rohilkhand-Kumaun.
...	...	...	...	...	...	...	...	...	Thatón-Duyinzáik (*g*).
...	...	79	330	82	545	...	76,602	2,05,971	Dibru-Sadiya.
20,860	29,102	2,941	7,907	138	1,781	4,912	381,076	16,31,731	Total Assisted Companies.
									NATIVE STATES.
234	132	2,200	975	38	132	102	37,783	61,304	His Highness the Gaekwar's.
...	...	44,804	36,960	73	1,701	5,432	174,340	7,95,599	His Highness the Nizam's.
...	...	8,034	8,521	53	758	358	58,747	1,70,951	Mysore.
4,988	1,333	3,932	3,191	55	612	—28	82,903	4,26,644	Bhávnagar-Gondal.
61	114	63	53	3	58	746	31,865	87,321	Jodhpore.
310	70	1,571	370	...	...	314	30,575	26,238	Rájpura-Patiála.
...	...	...	...	...	...	...	2,359	17,087	Wadhwán Morvi.
5,543	1,649	60,604	50,070	222	3,261	6,924	418,572	15,85,144	Total Native States.
679,491	18,96,450	3,126,356	29,50,869	30,226	5,84,640	4,02,044	19,576,365	12,38,59,142	TOTAL OF ALL RAILWAYS.

(*a*) The figures are for the 1st half of 1886 only.
(*c*) Includes the Pondicherry Railway.
(*f*) Includes the Branch lines worked, viz., Dhond-Manmád, Khamgaon, Amraoti and Bhopal-Itárai.
(*g*) Return not received.

Statement showing the unit mileages of passengers and goods carried

Railway.	Passenger Traffic. Number of Passenger Miles (expressed in the number of passengers carried one mile). First Class.	Second Class.	Third or Intermediate Class.	Fourth or lowest Class.	Total.	Other Coaching Traffic. Ton miles.	General Merchandise.
STATE IMPERIAL.							
East Indian	6,947,377	30,346,125	28,536,017	848,385,274	914,214,793	12,104,932	739,296,073
Rájputana-Malwa	2,296,468	12,392,141	8,566,818	392,199,810	415,455,232	3,430,366	306,633,335
Southern Mahratta	155,438	478,926	...	35,533,052	36,167,416	171,347	13,206,191
North-Western	4,841,341	19,568,410	7,493,874	524,742,424	556,646,049	5,150,501	414,856,868
Eastern Bengal	1,133,122	2,411,260	15,067,807	102,973,607	121,585,796	746,687	54,069,312
Wardha Coal	10,169	9,625	46,204	3,084,408	3,150,406	7,893	993,409
Bengal Central	89,785	441,328	2,404,537	24,829,129	27,764,779	115,680	2,301,898
Bilaspur-Etáwa	845	1,257	5,869	122,947	130,948	588	20,581
Total State Imperial ...	15,474,540	65,649,102	62,121,126	1,931,870,651	2,075,115,419	21,727,994	1,531,377,667
STATE PROVINCIAL.							
Cawnpore-Achnera (*a*)	40,081	123,068	141,405	24,274,587	24,579,141	43,847	7,235,017
Bareilly-Pilibheet	8,427	...	22,827	3,010,464	3,041,718	4,681	951,749
Lucknow-Sitapur-Sihámau ...	...	(*b*)17,222	12,779	(*c*)655,809	685,810	2,586	243,496
Nalháti	15,849	131,225	...	2,729,101	2,876,175	21,615	182,726
Tirhoot	319,064	397,436	349,577	58,861,535	59,927,612	302,727	14,731,677
Northern Bengal	558,507	1,530,838	2,360,222	42,635,895	47,085,462	341,214	28,997,048
Kaunia-Dhabla	14,518	46,754	...	1,636,739	1,698,011	19,295	108,878
Dacca	41,675	113,456	423,463	10,616,750	11,195,374	29,310	544,773
Nágpur-Chhattísgarh	64,387	358,006	150,847	18,692,837	19,266,077	65,079	23,154,221
Burma	459,481	4,095,369	...	74,240,653	78,795,506	512,392	23,722,137
Jorhát	4,596	...	...	165,228	169,824	320	76,273
Cherra-Company ganj	...	(*b*) 469	...	(*c*) 17,379	17,848	(*d*)	24,562
Total State Provincial ...	1,526,584	6,813,873	3,461,120	237,536,977	249,338,558	1,343,066	99,972,557
GUARANTEED COMPANIES.							
Madras	2,808,434	7,089,495	...	268,000,255	277,898,184	2,652,905	103,341,318
South Indian	707,414	1,646,136	3,923,178	220,642,429	226,919,207	408,102	51,408,128
Great Indian Peninsula	6,307,432	33,119,224	(*c*) 58,783,319	(*f*)361,173,238	459,383,213	7 136,441	605,556,582
Bombay, Baroda and Central India ...	2,470,488	12,237,085	(*c*)53,848,602	(*f*)184,124,631	252,680,806	2,185,837	207,793,117
Oudh and Rohilkhand	...	(*b*)2,471,196	3,641,651	(*c*)177,911,349	184,024,196	966,185	87,088,102
Total Guaranteed Companies ...	12,293,768	56,563,136	120,196,750	1,211,851,902	1,400,905,606	13,349,470	1,055,247,247
ASSISTED COMPANIES.							
Darjeeling-Himalayan	76,989	189,312	...	625,885	892,186	(*d*)	...
Deoghur	1,734	...	831,374	...	833,108	...	31,427
Bengal and North-Western ...	133,985	307,386	236,256	55,968,793	56,646,420	147,605	28,411,874
Rohilkhand-Kumaun	185,824	...	311,918	3,293,260	3,790,502	88,009	1,534,183
Thatón-Duyinzáik (*g*)	...	...	...	...	...	...	...
Dibru-Sadiya	98,106	97,735	...	1,641,413	1,837,254	3,709	507,218
Total Assisted Companies ...	496,138	594,433	1,379,548	61,529,351	63,999,470	239,323	30,484,702
NATIVE STATES.							
His Highness the Gaekwar's	...	(*b*)72,712	...	(*e*)5,659,698	5,732,410	6,968	863,356
His Highness the Nizam's	455,612	2,637,407	(*e*)11,058,949	(*f*)23,202,053	37,354,021	716,597	10,910,461
Mysore	155,127	421,576	...	16,005,681	16,592,384	69,001	2,957,253
Bhávnagar-Gondal	127,754	465,041	...	32,571,166	33,163,961	141,674	6,046,548
Jodhpore	36,927	113,282	...	8,759,177	8,909,386	54,209	729,178
Rájpura-Patiála	9,405	16,776	6,062	2,933,151	2,965,394	7,556	442,290
Wadhwán-Morvi	...	...	...	...	(*d*)	(*d*)	...
Total Native States ...	784,825	3,736,794	11,065,011	89,130,926	104,717,556	996,005	21,949,086
TOTAL OF ALL RAILWAYS ...	30,575,859	133,357,388	198,223,555	3,531,919,807	3,894,076,609	37,655,858	2,739,031,259

(*a*) Includes figures for the first half of 1886 only.
(*b*) Upper Class.
(*c*) Lower Class.

on the several Railways during the year ending 31st December 1886.

GOODS TRAFFIC.

NUMBER OF TON MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).

Military Stores.	Railway materials for construction.	Coal for the public and construction.	Coal for revenue only.	Revenue stores other than Coal.	Live-Stock.	Total.	RAILWAY.
							STATE IMPERIAL.
4,776,488	4,970,817	212,225,404	44,782,270	54,515,052	663,689	1,061,220,793	EAST INDIAN.
701,153	2,622,444	1,188,886	12,839,679	8,560,289	180,865	332,726,651	RAJPUTANA-MALWA.
22,082	9,151,507	16,598	834,687	1,123,726	643	24,355,434	SOUTHERN MAHRATTA.
2,759,120	3,405,171	6,307,008	11,055,701	45,671,055	277,661	484,332,584	NORTH-WESTERN.
18,755	863,161	2,113,602	2,222,490	2,393,113	3,733	61,689,166	EASTERN BENGAL.
1	40,205	4,184,637	1,212	139,370	...	5,358,834	WARDHA COAL.
41	...	429,497	145,985	198,187	232	3,075,843	BENGAL CENTRAL.
...	139,683	88,472	...	497	...	249,233	BILÁSPUR-ETÁWA.
8,277,640	21,192,988	226,559,104	71,882,027	112,601,286	1,126,823	1,973,617,538	TOTAL STATE IMPERIAL.
							STATE PROVINCIAL.
39,084	278,295	116,583	501,314	194,413	352	8,365,058	CAWNPORE-ACHNERA. (*a*)
270	327,129	150	...	1,608	...	1,280,906	BAREILLY-PILIBHEET.
1,039	191,839	...	247	18	...	436,639	LUCKNOW-SITAPUR-SIHRÁMAU.
20	...	166,996	82	6,696	...	356,520	NALHÁTI.
1,477	775,576	729,872	384,264	305,392	...	17,018,258	TIRHOOT.
44,206	2,493,695	544,229	918,667	2,239,717	70,392	35,307,954	NORTHERN BENGAL.
1,224	12	1,161	1,809	4,639	...	117,223	KAUNIA-DHARLLA.
125	1,164,816	15,343	17,423	12,212	301	1,754,993	DACCA.
2,676	208,866	16,802	501,116	541,407	137	24,425,225	NÁGPUR-CHHATTÍSGARH.
802,899	138,578	1,044,565	1,499	871,118	185,920	26,766,716	BURMA.
...	6,654	470	2,529	515	...	86,441	JORHÁT.
...	88	...	66	...	...	24,716	CHERRA-COMPANY GANJ.
893,020	5,585,548	2,636,171	2,328,516	4,267,735	257,102	115,940,649	TOTAL STATE PROVINCIAL.
							GUARANTEED COMPANIES.
507,142	1,083,746	281,987	9,736	5,942,313	372,841	111,539,083	MADRAS.
25,708	3,305,894	78	987,198	3,720,557	44,967	59,552,470	SOUTH INDIAN.
1,270,101	3,906,643	7,828,710	27,345,484	40,808,662	1,247,240	687,963,372	GREAT INDIAN PENINSULA.
206,628	866,908	8,118,282	4,465,383	7,313,412	2,490,209	231,253,939	BOMBAY, BARODA AND CENTRAL INDIA.
358,164	33,350,717	554,496	12,323,811	7,333,154	11,389	141,019,833	OUDH AND ROHILKHAND.
2,367,743	42,513,908	16,783,553	45,131,562	65,118,098	4,166,586	1,231,328,697	TOTAL GUARANTEED COMPANIES.
							ASSISTED COMPANIES.
...	...	...	...	...	...	(*d*)	DARJEELING-HIMALAYAN.
...	...	...	922	...	...	32,349	DEOGHUR.
3,249	3,388,499	344,218	1,024,407	190,299	16,191	33,378,737	BENGAL AND NORTH-WESTERN.
3,521	525,130	150	...	14,069	1,220	2,078,273	ROHILKHAND-KUMAUN.
...	...	...	...	...	...	...	THATÔN-DUYINZÁIK. (*g*)
...	...	3,806,874	...	4,244	(*d*)	4,318,336	DIBRU-SADIYA.
6,770	3,913,629	4,151,242	1,025,329	208,612	17,411	39,807,695	TOTAL ASSISTED COMPANIES.
							NATIVE STATES.
...	14,940	30	7,258	42,698	966	9,29,248	HIS HIGHNESS THE GAEKWAR'S,
89,766	3,137,625	51,987	...	1,730,496	7,572	15,928,007	HIS HIGHNESS THE NIZAM'S.
981	158,140	1,726	...	360,566	3,275	3,481,941	MYSORE.
...	96,976	72,213	61,248	191,124	3,875	6,471,994	BHÁVNAGAR-GONDAL.
...	471,529	3,923	3,953	2,778	192	1,211,553	JODHPORE.
...	...	16,561	4,923	25,112	...	488,886	RÁJPUTRA-PATIÁLA.
...	...	...	...	...	...	(*d*)	WADHWÁN-MORVI.
90,747	3,879,210	146,440	77,382	2,352,784	15,980	28,511,629	TOTAL NATIVE STATES.
11,635,920	77,085,283	250,276,510	120,444,816	184,548,518	5,583,902	3,388,606,208	TOTAL OF ALL RAILWAYS.

(*d*) Information not furnished.
(*e*) 3rd Class passengers by mail trains.
(*f*) 3rd Class passengers by other than mail trains.
(*g*) Return not received.

CHAPTER VIII.

REVENUE AND TRAFFIC RESULTS.

REVENUE.

1. On page 88 will be found a statement giving the Capital outlay, [exclusive of Steam-boat Service and Suspense Accounts] for the several lines of railway open for traffic.

The average cost per mile of all open lines [excluding Steam-boat Service and Suspense Accounts] is Rs. 1,28,291. The 5′ 6″ and the metre gauge lines have averaged respectively Rs. 1,69,050 and Rs. 68,801 per mile.

2. The net revenue derived from Railways during the year 1886 including Steam-boat Service, amounted to Rs. 9,77,35,532 as compared with Rs. 9,12,63,306 in 1885.

3. The total Capital debit excluding indirect charges against lines open to traffic on the 31st December 1886 was Rs. 1,70,49,89,107 and the percentage of the net earnings on this outlay amounted to 5·73 as compared with a similar percentage of 5·64 in 1885 on a capital outlay of Rs. 1,61,91,78,405.

4. Excluding the Steam-boat Service and Capital expenditure on Suspense Account the general results of railway working compare as follows for the last three years:

	1884.	1885.	1886.
Miles open at end of year	11,527·24	12,207·71	12,864·78
Capital outlay at end of year Rs.	1,50,18,58,806	1,56,17,76,876	1,65,04,41,095
Average cost per mile open ... „	1,30,288	1,27,934	1,28,291
Gross earnings during the year „	15,97,63,256	17,88,05,185	18,58,41,170
Working expenses during the year „	8,06,26,463	8,77,01,962	8,84,22,951
Net profits of the year ... „	7,91,36,793	9,11,03,223	9,74,18,219
Percentage of net profits on capital cost	5·27	5·84	5·90
Gross earnings per mile per week calculated on mean mileage worked Rs.	276	284	285

5. On page 89 will be found a statement comparing the net earnings and their percentages on Capital expenditure for the principal railways during the last five years.

6. The net revenue earned by the Imperial and Provincial State lines, East Indian and Branch lines excepted, during the past year amounted to Rs. 2,70,25,328, being a return of 4·23 per cent. on a total Capital expenditure of Rs. 63,86,34,342. Including the East Indian Railway and State Branch lines worked by it, the net earnings of the State lines were at the rate of 5·78 per cent. on the Capital expended.

7. The net revenue of the East Indian Railway, including the branch lines* worked by it, amounted to Rs. 3,13,32,323, being at the rate of 8·45 per cent. on a total Capital expenditure of Rs. 37,08,95,711. The surplus profits on this line during the past year, after paying annuity and interest charges, were Rs. 74,86,378, of which sum $\frac{1}{5}$th or Rs. 14,97,276 was paid over to the working Company as its share under the contract.

* Sindia, Indian Midland, Patna-Gya, Dildárnagar-Gházipur, and Tárakeshwar.

8. The statements relating to Guaranteed Railway transactions on pages 90 to 95 are similar to those given in previous reports. Conversions from the Indian currency into sterling have been made at the contract rates of exchange.

The Guaranteed lines returned a net revenue of £3,378,242. The guaranteed interest for the year amounted to £2,702,701, so that the net earnings were in excess of the guaranteed interest by £675,541.

From the commencement of operations up to 31st December 1886, a gross sum of £67,608,961 has been advanced as interest by the State to the Guaranteed Railway Companies, excluding the East Indian and Eastern Bengal Railways, and up to 30th June 1886 the total net earnings of these railways, exclusive of half of any surplus profits realized, amounted to £41,411,084, leaving a net amount of £26,197,877 which has been paid by the State.

The surplus profits realised on Guaranteed Railways during the year 1886 amounted to £1,045,437 as compared with £785,866 in 1885 and £701,849 in 1884.

9. The lines in the hands of Assisted Companies, including the Tárakeshwar Railway, yielded during 1886 a net revenue of Rs. 13,59,163, being at the rate of 3·97 per cent. on a total Capital outlay of Rs. 3,42,33,672.

10. The net revenue earned by the Native State lines during the same period amounted to Rs. 15,96,019, being at the rate of 2·89 per cent. on a total Capital outlay of Rs. 5,53,19,519.

11. On pages 90 and 91 will be found a statement showing the direct annual loss or gain to the State from railway outlay during each financial year from 1858.

Statement showing the total cost of each Railway on 31st December 1886 and the average cost per mile.

Railway.	Length of line open on 31st December 1886.	Total Capital outlay to 31st December 1886 (exclusive of Steam-boat Service and Suspense.)	Average cost per mile (exclusive of Steam-boat Service and Suspense.)	Total Capital outlay to 31st December 1886.
STATE IMPERIAL.	Miles.	Rs.	Rs.	Rs.
East Indian	1,514·86	34,47,39,249	2,27,572	35,22,13,116
Rajputana-Malwa (*a*)	1,664·42	12,37,35,981	74,342	12,80,59,507
Pátri	22·50	8,08,405	35,929	8,08,405
Sindia	74·88	92,02,464	1,22,896	92,02,464
Dhond-Manmád	145·75	1,09,15,622	74,893	1,09,26,745
Southern Mahratta	476·50	3,41,78,801	71,729	3,66,00,347
Indian Midland	42·00	28,37,761	67,566	28,37,761
North-Western	1,785·99	28,26,87,142	1,58,280	29,40,97,667
Eastern Bengal	233·69	4,78,99,644	2,04,971	5,02,19,726
Wardha Coal	45·00	60,09,266	1,33,539	61,11,560
Bengal Central	125·19	86,59,094	69,168	91,41,608
Bilaspur-Etáwa	37·00	44,61,222	1,20,574	46,70,499
Total State Imperial ...	6,167·78	87,61,34,651	1,42,050	90,48,89,405
STATE PROVINCIAL.				
Patna-Gya	57·20	42,14,593	73,682	42,14,593
Cawnpore-Achnera		Included with Rajputana-Malwa.		
Dildárnagar-Gházipur	12·00	7,03,060	58,588	7,03,060
Bareilly-Pilibheet	36·00	15,07,125	41,865	15,07,125
Lucknow-Sitapur-Sihrámau ...	56·00	13,98,532	24,974	13,98,532
Nalháti	27·25	3,26,099	11,967	3,47,017
Tirhoot	246·00	1,60,35,728	65,186	1,77,35,518
Northern Bengal	249·25	2,17,88,545	87,416	2,26,79,551
Kaunia-Dharlla	37·03	8,12,648	21,946	9,58,676
Dacca	85·92	64,52,498	75,099	65,73,684
Amritsar-Pathánkot	64·79	54,86,141	84,676	55,99,012
Nágpur-Chhattísgarh	149 00	1,13,41,687	76,119	1,18,25,689
Burma	327·00	2,78,96,233	85,310	2,85,59,214
Jorhát	30·00	5,57,198	18,573	5,80,771
Cherra-Company ganj	7·00	2,30,010	32,859	2,33,489
Total State Provincial ...	1,384·44	9,87,50,097	71,329	10,29,15,931
GUARANTEED COMPANIES.				
Madras	860·38	11,27,84,058	1,31,086	11,59,31,184
South Indian	654·00	4,44,36,217	67,945	4,67,57,701
Great Indian Peninsula	1,288·25	26,15,08,121	2,02,995	26,94,17,522
Bombay, Baroda and Central India ...	438·50	9,00,76,526	2,05,420	9,27,27,402
Oudh and Rohilkhand	686·54	7,98,90,889	1,16,367	8,27,96,821
Total Guaranteed Companies ...	3,927·67	58,86,95,802	1,49,884	60,76,30,580
ASSISTED COMPANIES.				
Darjeeling-Himalayan	51·00	26,83,035	52,609	27,32,136
Deoghur	4·79	2,75,042	57,420	2,75,042
Bengal and North-Western ...	376·00	(*b*) 2,09,52,364	55,724	(*b*) 2,22,75,062
Tárakeshwar	22·23	17,24,717	77,585	17,24,717
Rohilkhand-Kumaun	55·00	21,69,058	39,437	22,52,962
Thatôn-Duyinzáik	... (*c*)	... (*c*)	... (*c*)	... (*c*)
Dibru-Sadiya	78·00	49,42,589	63,370	49,73,753
Total Assisted Companies ...	587·02	3,27,47,105	55,785	3,42,33,672
NATIVE STATES.				
Khámgaon	8·00	4,82,570	60,321	4,89,613
Amráoti	6·00	4,34,666	72,444	4,44,686
His Highness the Gaekwar's ...	58·80	13,38,147	22,758	13,46,482
His Highness the Nizam's ...	205·37	2,71,49,342	1,32,197	2,71,49,342
Mysore	139·75	62,88,348	44,997	69,95,886
Bhopal-Itársi	56·75	58,92,219	1,03,828	60,76,036
Bhávnagar-Gondal	193·09	95,04,998	49,226	97,94,259
Jodhpore	64·00	11,05,338	17,271	11,05,338
Rájpura-Patiála	15·11	12,29,141	81,346	12,29,206
Wadhwán-Morvi	51·00	6,88,671	13,503	6,88,671
Total Native States ...	797·87	5,41,13,440	67,822	5,53,19,519
TOTAL OF ALL RAILWAYS ...	12,864·78	1,65,04,41,095	1,28,291	1,70,49,89,107

(*a*) Includes Cawnpore-Achnera.
(*b*) Excludes interest on Capital during construction (Rs. 8,93,768).
(*c*) Return not received.

Statement showing the net earnings and their percentage on the Capital expenditure finally charged off (excluding Suspense Accounts) for the principal Railways during the last five years—1882 to 1886.

Railway.	1886.		1885.		1884.		1883.		1882.	
	Net earnings.	Percentage of net earnings per annum on Capital expenditure.	Net earnings.	Percentage of net earnings per annum on Capital expenditure.	Net earnings.	Percentage of net earnings per annum on Capital expenditure.	Net earnings.	Percentage of net earnings per annum on Capital expenditure.	Net earnings.	Percentage of net earnings per annum on Capital expenditure.
5′—6″ GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.	
STATE IMPERIAL—										
EAST INDIAN (*including Branches*)	3,13,32,323	8·62	3,08,19,333	8·95	2,79,64,136	7·87	3,17,29,543	8·99	2,97,12,511	8·80
NORTH-WESTERN ... PUNJAB NORTHERN ...	1,19,65,607	4·17	14,28,634	1·96	8,96,293	1·23	5,93,018	0·83	5,09,018	0·83
NORTH-WESTERN ... INDUS VALLEY ...			64,24,734	7·55	37,01,664	4·42	32,18,635	3·97	15,76,113	2·01
NORTH-WESTERN ... SIND, PUNJAB AND DELHI ...			61,35,060	5·17	41,95,362	3·55	49,07,593	4·18	34,10,880	2·94
EASTERN BENGAL	19,78,953	4·09	18,93,231	4·01	26,21,568	5·71	26,84,611	7·72	36,38,438	10·52
GUARANTEED COMPANIES—										
MADRAS	32,29,244	2·86	32,79,168	2·92	29,35,687	2·62	25,26,549	2·26	25,70,841	2·30
GREAT INDIAN PENINSULA	(*a*) 2,10,07,724	8·03	(*a*) 1,80,47,220	6·96	(*a*) 1,60,52,310	6·26	1,76,59,653	(*b*) 6·96	1,83,89,856	(*c*) 7·29
BOMBAY, BARODA AND CENTRAL INDIA	79,52,756	(*d*) 8·83	75,25,716	(*d*) 8·44	69,67,133	(*d*) 7·95	67,83,906	7·82	50,10,872	5·91
OUDH AND ROHILKHAND	28,60,755	3·58	19,05,361	3·21	23,26,146	3·68	24,80,362	4·21	18,01,371	3·07
NATIVE STATES—										
HIS HIGHNESS THE NIZAM'S	6,94,524	2·56	4,87,023	2·37	3,59,774	2·94	2,37,932	1·95	3,75,099	3·08
METER GAUGE.										
STATE IMPERIAL—										
RAJPUTANA-MALWA (*including Rewari-Ferozepore*) ... CAWNPORE-ACHNERA	90,47,111	7·31	77,33,000	7·26	59,27,333	5·74	61,31,742	6·49	51,29,252	6·87
			1,10,855	1·02	2,65,343	2·66	2,07,466	3·88	1,17,110	3·74
SOUTHERN MAHRATTA	4,93,326	1·44	1,40,337	0·77	—18,132	...	Not	opened	...	...
STATE PROVINCIAL—										
TIRHOOT	5,01,189	3·03	3,59,269	2·49	2,66,581	1·88	2,59,765	2·22	2,54,047	3·94
NORTHERN BENGAL	12,67,373	5·70	6,44,264	3·03	6,51,514	3·15	11,65,371	5·52	10,93,553	5·33
NÁGPUR-CHHATTÍSGARH	5,34,029	4·71	4,93,574	4·70	5,58,030	5·63	6,83,860	7·33	1,89,171	2·15
BURMA	9,43,271	3·38	4,73,123	1·78	8,21,935	4·19	5,52,366	4·19	6,30,431	4·97
GUARANTEED COMPANIES—										
SOUTH INDIAN	14,91,356	3·36	15,95,357	3·62	15,05,187	3·47	13,22,333	3·05	14,02,329	3·26
ASSISTED COMPANIES—										
BENGAL AND NORTH-WESTERN	8,09,189	(*e*) 3·79	6,10,799	(*f*) 3·40	—26,221	...	Not	opened	...	...
NATIVE STATES—										
BHÁVNAGAR-GONDAL	4,15,149	4·37	3,91,247	4·17	4,97,471	5·51	3,26,613	3·72	3,54,647	4·24

(*a*) Net earnings of the G. I. P. Railway only.
(*b*) 6·94 deducting amount paid to Government as rent of leased lines.
(*c*) 7·20 deducting do. do. do.
(*d*) Calculated on the Capital outlay on the Bombay, Baroda and Central India Railway, exclusive of the Pátri Branch.
(*e*) The capital outlay on which this is calculated, is exclusive of interest on capital during construction (Rs. 8,93,768).
(*f*) Ditto ditto ditto ditto (Rs. 6,85,656).

STATEMENT SHOWING THE DIRECT ANNUAL GAIN OR

Year.	Guaranteed Railways.					State	
	Capital raised to end of each year.	Capital withdrawn for expenditure to end of each year.	Net traffic receipts, less moieties of surplus profits paid to Companies.	Guaranteed interest.	Loss or gain to State. — or +	Capital expended to end of each year.	Net traffic receipts.
	£	£	£	£	£	£	£
1858-59	22,998,405	10,151,531	232,365	838,411	—606,046	...	...
1859-60	28,573,287	26,322,995	403,057	1,199,929	—796,872	...	...
1860-61	34,397,817	33,901,710	389,413	1,485,745	—1,096,332	...	...
1861-62	42,979,539	40,503,922	391,162	1,788,153	—1,396,991	...	...
1862-63	48,218,541	46,367,266	625,615	2,166,755	—1,541,140	...	...
1863-64	54,332,994	51,122,919	821,548	2,456,182	—1,634,634	...	...
1864-65	57,541,917	55,245,159	1,129,851	2,683,787	—1,553,936	...	...
1865-66	60,860,247	60,882,025	2,865,574	2,889,241	—23,667	...	...
1866-67	67,258,917	68,179,728	2,347,085	3,031,087	—684,002	107,212	...
1867-68	76,571,751	75,299,809	1,989,112	3,480,677	—1,491,565	107,806	...
1868-69	82,417,905	79,167,736	2,229,509	3,881,013	—1,651,504	671,927	—1,379
1869-70	86,773,325	83,910,587	2,627,941	4,126,025	—1,498,084	866,865	—790
1870-71	91,426,816	87,686,857	2,556,707	4,341,609	—1,784,902	1,310,044	68
1871-72	93,550,303	90,183,585	2,877,153	4,542,183	—1,665,030	1,956,039	—4,063
1872-73	93,736,915	90,660,830	2,785,657	4,862,188	—2,076,531	3,400,947	5,362
1873-74	94,725,814	91,353,883	3,532,545	4,959,244	—1,426,699	5,864,893	—6,563
1874-75	95,119,118	92,141,794	3,742,303	5,030,233	—1,287,930	9,085,829	44,162
1875-76	95,072,441	93,392,600	4,054,421	5,146,157	—1,091,736	12,360,929	96,601
1876-77	94,833,129	94,188,059	4,818,106	5,450,007	—631,901	15,364,303	90,012
1877-78	96,313,173	95,420,309	5,862,044	5,372,238	+489,806	19,573,392	152,343
1878-79	97,174,046	96,444,666	4,364,979	5,702,898	—1,337,919	23,210,401	229,080
1879-80	97,959,284	96,829,969	3,974,645	5,667,875	—1,693,230	27,829,689	327,194
1880-81	67,282,930	66,348,478	2,555,069	3,921,412	—1,366,343	32,941,576	646,007
1881-82	67,465,609	67,021,756	3,282,294	3,945,306	—663,012	35,831,582	838,357
1882-83	68,065,868	67,431,448	3,095,456	4,077,125	—981,669	37,913,941	1,086,203
1883-84	69,154,961	68,769,369	3,118,197	4,047,246	—929,049	41,533,488	1,376,118
1884-85	65,924,277	66,658,570	3,046,805	4,028,654	—981,849	50,405,981*	1,725,066
1885-86	56,981,094	56,813,752	3,327,946	4,231,707	—903,761	70,101,472†	2,214,550
1886-87 Budget	...	...	*2,716,000*	*3,590,900*	*—874,900*	*74,706,802*	*2,432,100*
1886-87 Revised	57,928,094	57,164,852	3,017,400	3,709,700	—692,300	75,510,872	2,455,900
1887-88 Budget	58,278,094	58,372,352	3,007,000	3,680,100	—673,100	78,358,404‡	2,454,200
	...	...	79,070,959	112,742,887	—33,671,928	...	13,728,428

The decrease in the transactions of the Guaranteed Railways in 1880-81, in 1884-85 and in 1885-86 compared with the year immediately preceding

* Includes Capital expenditure on Eastern Bengal Railway prior to purchase as under—

	£
Share Capital at time of purchase	2,255,480
Premium on ditto	1,136,437
Debentures and Debenture Stock	1,023,658
Total ...	4,415,575

† Includes Capital expenditure on the Sind, Punjab and Delhi Railway prior to purchase as under—

	£
Share Capital at time of purchase	11,075,320
Premium on ditto	2,933,804
Total ...	14,009,124

‡ Excludes outlay on the Nágpur-Chhattisgarh and Nágpur-Bengal Railways, amounting to £1,381,568, which will probably be transferred to a Company from 1st April 1887.

NOTE.—The figures from 1872-73 have

LOSS TO THE STATE FROM RAILWAY OUTLAY SINCE 1858.

Railways.		Imperial Lines in the hands of Companies			East Indian Railway.				
Interest§ and annuity.	Loss or gain to State. — or +	Net traffic receipts.	Interest.	Loss or gain to State. — or +	Capital expended.	Net traffic receipts, less surplus paid to shareholders.	Interest and annuity.	Loss or gain to State. — or +	Total loss or gain to State. — or +
£	£	£	£	£	£	£	£	£	£
...	...	...	...	...	...	...	...	...	—606,046
...	...	...	...	...	...	...	...	...	—796,872
...	...	...	...	...	...	...	...	...	—1,096,332
...	...	...	...	...	...	...	...	...	—1,396,991
...	...	...	...	...	...	...	...	...	—1,541,140
...	...	...	...	...	...	...	...	...	—1,634,634
...	...	...	...	...	...	...	...	...	—1,553,936
...	...	...	...	...	...	...	...	...	—23,667
...	...	...	...	...	...	...	...	...	—684,002
14	—14	...	...	...	...	...	...	...	—1,491,579
12,455	—13,834	...	...	...	...	...	...	...	—1,665,338
29,180	—29,970	...	...	...	...	...	...	...	—1,528,054
43,585	—43,517	...	...	...	...	...	...	...	—1,828,419
68,199	—72,262	...	...	...	...	...	...	...	—1,737,292
107,787	—102,425	...	...	...	...	...	...	...	—2,178,956
187,178	—193,741	...	...	...	...	...	...	...	—1,620,440
302,264	—258,102	...	...	...	...	...	...	...	—1,546,032
433,534	—336,933	...	...	...	...	...	...	...	—1,428,669
559,504	—469,492	...	...	...	...	...	...	...	—1,101,393
703,753	—551,410	...	...	...	...	...	...	...	—61,604
860,675	—631,595	...	...	...	...	...	...	...	—1,969,514
1,029,272	—702,078	...	...	...	‖37,354,248	949,154	41,357	+907,797	—1,487,511
1,194,655	—548,648	...	...	...	418,435	2,647,756	1,661,493	+986,263	—928,728
1,380,086	—541,729	...	...	...	455,262	3,063,595	2,002,181	+1,061,414	—143,327
1,482,576	—396,373	...	32,950	—32,950	148,197	2,531,943	2,062,359	+469,584	—941,408
1,593,293	—217,175	—95	85,396	—85,491	233,298	3,002,620	2,052,418	+950,202	—281,513
1,829,434	—104,368	61	118,170	—118,109	279,192	2,481,190	2,084,856	+396,334	—807,992
2,196,624	+17,926	20,932	257,835	—236,903	247,518	2,821,318	2,207,459	+613,859	—508,879
3,312,400	*—780,300*	*45,000*	*412,400*	*—367,400*	*200,000*	*2,795,300*	*2,225,000*	*+570,300*	*—1,452,300*
3,195,800	—739,900	55,200	432,000	—376,800	150,000	2,925,300	2,294,200	+631,100	—1,177,900
3,311,600	—857,400	178,000	512,000	—334,000	105,000	2,855,300	2,271,000	+584,300	—1,280,200
20,521,468	—6,793,040	254,098	1,438,351	—1,184,253	39,391,150	23,278,176	16,677,323	+6,600,853	—35,048,368

is due to the removal of the East Indian, Eastern Bengal, and Sind, Punjab and Delhi Railways from the category of Guaranteed Railways.

Interest on Capital outlay calculated at 4 per cent., except on £1,000,000 lent by His Highness the Maharajah Holkar for the construction of the Holkar State Railway, on which 4½ per cent. is paid by the State.

‖ This sum is thus arrived at—

	£
Capital of East Indian Railway at time of purchase (*a*)	26,200,000
25 per cent. premium thereon	6,550,000
Debentures and Debenture Stock	4,450,000
Outlay subsequent to purchase	154,248
Total ...	37,354,248

(*a*) Of these amounts, £27,623,386 will be redeemed by an annuity terminable in 1953, which annuity is entered in the column "Interest and Annuity.

been revised according to present classification.

GUARANTEED INTEREST—INDIAN RAILWAYS.

Statement of the total amount of Interest advanced to each of the undermentioned Railway Companies to 31st December 1886.

Railway Company.	Interest advanced to 31st December 1885.	Interest advanced during 1886.				Total.
		England.	India.	Interest charged on overdrawn Capital. (a)	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Madras ...	12,073,040 18 0	522,392 12 0	...	...	522,392 12 0	12,595,433 10 0
South Indian ...	3,333,448 17 8	205,272 7 9	...	606 12 8	205,879 0 5	3,539,327 18 1
Great Indian Peninsula ...	25,001,989 13 2	1,177,598 15 0	2,718 15 0	993 16 7	1,181,311 6 7	26,183,300 19 9
Bombay, Baroda and Central India ...	8,688,706 14 3	394,263 15 11	289 5 3	3,645 3 0	398,198 4 2	9,086,904 18 5
Oudh and Rohilkhand ...	4,182,480 13 11	371,654 15 5	614 15 0	1,106 14 4	373,376 4 9	4,555,856 18 8
Sind, Punjab and Delhi (b) ...	11,371,254 7 5	276,683 12 6	199 7 4	...	276,882 19 10	11,648,137 7 3
Total ...	64,650,921 4 5	2,947,865 18 7	3,822 2 7	6,352 6 7	2,958,040 7 9	67,608,961 12 2

(a) Interest on overdrawn Capital is for the year 1886 being charged in that year by transfer entry.
(b) The figures against Sind, Punjab and Delhi Railway represent transactions to 31st December 1885.

Statement showing approximately the amount advanced on account of Guaranteed Interest to the undermentioned Railway Companies to 30th June 1886.

Railway Company.	Total amount advanced to 31st December 1886. (c)	Aggregate of Net Revenue balances for the several half-years to 30th June 1886.	Net amount advanced.
	£	£	£
Madras	12,595,433	5,618,205	6,977,228
South Indian	3,539,328	1,720,508	1,818,820
Great Indian Peninsula	26,183,301	20,543,698	5,639,603
Bombay, Baroda and Central India ...	9,086,905	6,348,003	2,738,902
Oudh and Rohilkhand	4,555,857	2,331,615	2,224,242
Sind, Punjab and Delhi	11,648,137	4,849,055	6,799,082
Total ...	67,608,961	41,411,084	26,197,877

(c) The interest for the half-year ended 30th June 1886 not being paid until the succeeding half-year.
NOTE.—Rupees converted into sterling at the contract rate of exchange.

Statement showing the amount of Surplus Profits earned by Guaranteed Railways to 31st December 1886 inclusive.

Railway Company.	To end of 1879.	Half-year ending.														Total.
		June 1880.	December 1880.	June 1881.	December 1881.	June 1882.	December 1882.	June 1883.	December 1883.	June 1884.	December 1884.	June 1885.	December 1885.	June 1886.	December 1886.	
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
East Indian	5,855,427	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5,855,427
Eastern Bengal	328,942	...	99,197	4,414	149,744	15,304	164,054	45,426	46,276	...	‡	...	...	...	...	853,377
Great Indian Peninsula	1,253,298	101,576	...	338,319	1,248	590,124	...	609,803	...	453,873	...	495,438	...	608,455	125,720	4,577,854
Bombay, Baroda and Central India ...	36,929	†	...	158,450	...	147,830	...	201,974	7,903	247,976	...	205,950	61,141	250,392	60,870	1,379,415
Sind, Punjab and Delhi	...	3,872	...	...	...	...	...	...	...	...	...	23,337	...	‡	...	27,209
Total ...	7,474,596	105,448	99,197	501,183	151,012	753,258	164,054	857,203	54,179	701,849	...	724,725	61,141	858,847	186,590	12,693,282

* Surplus profits of the East Indian Railway, after it had been acquired by the State, are omitted from this statement.

† Surplus profits were earned by the Bombay, Baroda and Central India Railway Company during the half-year, but no division took place owing to the special agreement that all surplus profits should be applied to the reconstruction of the Nerbudda bridge.

‡ The Eastern Bengal, and Sind, Punjab and Delhi Railways were taken over by the State from 1st July 1874, and 1st January 1886, respectively, and are now worked under State management.

GUARANTEED RAILWAYS.

Year.	Capital expended to 31st March.	Net Revenue for year to 31st December.	Guaranteed Interest for year to 31st December.	Interest in excess of Revenue.	Revenue in excess of Interest.
	£	£	£	£	£
1870 ...	83,910,587	2,816,600	4,344,113	1,497,513	...
1871 ...	87,686,857	2,686,260	4,544,764	1,858,504	...
1872 ...	90,183,585	2,869,223	4,603,853	1,734,630	...
1873 ...	90,660,830	3,185,069	4,613,573	1,428,504	...
1874 ...	91,353,883	3,956,071	4,651,088	695,017	...
1875 ...	92,441,794	3,576,514	4,641,979	1,065,465	...
1876 ...	93,392,600	4,442,430	4,658,947	216,517	...
1877 ...	94,108,059	6,117,226	4,662,635	...	1,454,591
1878 ...	95,430,863	5,002,028	4,708,134	...	293,894
1879 ...	96,444,666	5,062,188	4,748,233	...	313,955
1880* ...	65,907,288	2,662,213	3,263,179	600,966	...
1881 ...	66,349,320	3,110,824	3,272,651	161,827	...
1882 ...	67,021,755	3,319,439	3,279,407	...	40,032
1883 ...	67,431,448	3,542,973	3,289,439	...	253,534
1884 ...	68,769,369	3,207,313	3,243,015	35,702	...
1885† ...	66,658,570	3,505,142	3,191,169	...	313,973
1886‡ ...	56,814,758	3,378,242	2,702,701	...	675,541

* East Indian Railway excluded from this and subsequent years.
† Eastern Bengal Railway excluded from this.
‡ Sind, Punjab and Delhi Railway excluded from this.
NOTE.—Rupees converted into sterling at the contract rate of exchange.

Results of working the Guaranteed Railways for the year ending 31st December 1886.

Railway Company.	Net Revenue.	Guaranteed Interest.	Revenue in excess of Interest.	Interest in excess of Revenue.	Extra dividend in excess of Guaranteed interest received by the Companies as surplus profits.	
					Rate per cent. for half-year ending 30th June 1886.	Rate per cent. for half-year ending 31st December 1886.
	£	£	£	£	£ s. d.	£ s. d.
Madras	296,014	522,393	...	226,379	...	...
South Indian ...	141,442	208,504	...	67,062	...	...
Great Indian Peninsula	1,925,708	1,180,521	745,187	...	1 4 0	0 4 0*
Bombay, Baroda and Central India.	729,003	410,451	318,552	...	1 18 6	0 5 6*
Oudh and Rohilkhand	286,075	380,832	...	94,757	...	...
Total ...	3,378,242	2,702,701	1,063,739	388,198	...	...

* Estimated.
NOTE.—Rupees converted into sterling at the contract rate of exchange.

TRAFFIC RESULTS.

12. The table on pages 100 and 101 of this Report contains detailed information of receipts and expenditure connected with the passenger and goods traffic on all lines for the year 1886, and that on pages 98 and 99 a summary giving the general results of working of the principal Railways for the same period. The main results, excluding the steam-boat services, are summarised below for these railways, and compared with similar figures for 1885 and 1884:

	1884.	1885.	1886.
Mean mileage open for traffic ...	11,114·37	12,091·27	12,548·83
Number of passengers carried ...	73,815,119	80,864,779	88,436,318
Number of tons of goods moved ...	16,663,007	18,925,385	19,576,365
Passenger unit miles	3,355,746,323	3,640,337,596	3,894,076,609
Ton mileage of goods	2,761,518,023	3,319,574,447	3,388,606,208
Train-miles	39,606,785	45,222,502	45,475,834
Gross receipts	15,97,63,256	17,88,05,185	18,58,41,170
Working expenses	8,06,26,463	8,77,01,962	8,84,22,951
Net receipts	7,91,36,793	9,11,03,223	9,74,18,219

In round numbers, the average length open during the year 1886 was 12,549 miles, upon which the traffic work performed was equivalent to 3,894 millions of passengers and 3,389 millions of tons of goods carried one mile.

13. The total number of passengers carried shows an increase of 9·36 per cent. as compared with the number carried in 1885. The passenger mileage has increased 6·97 per cent., and the receipts from passenger traffic 6·62 per cent. The number of passengers per open mile was 7,047 in 1886, as compared with 6,687 in 1885, and 6,641 in 1884. Of the total number carried in 1886, the lower class passengers constituted 97·21 per cent., the second class 2·35, and the first class only 0·44 per cent.

Passenger traffic.

The distances travelled by each class of passengers were on an average, first class 79 miles, second class 64 miles, and lower classes 43 miles; and for these journeys the first class passenger paid Rs. 5-2-2, the second class passenger Rs. 1-7-8, and the lower class passenger Re. 0-8-7; or 12·4, 4·4 and 2·4 pies per mile respectively.

The average receipts per coaching train-mile were Rs. 3·25, the highest being on the principal Railways, Rs. 3·99 on the East Indian Railway, broad gauge, and Rs. 4·16 on the Mysore Railway, metre gauge; the lowest, Rs. 1·63 on the Wardha Coal Railway, broad gauge, and 2·38 on the Nágpur-Chhattísgarh Railway, metre gauge.

The largest average number of passengers carried in a passenger train was 300·43 on the Jodhpore Railway, the smallest 136·59 on the Bengal Central Railway, and 140·62 on the Wardha Coal Railway.

The lowest average cost of hauling one passenger unit one mile was on the broad gauge 0·82 pies on the East Indian Railway, on which line the average sum received for this work was 2·71 pies; and on the narrow gauge 0·88 pies on the Rajputana-Malwa Railway, the average receipts being 2·15 pies.

14. The total tonnage of goods lifted during the year shows an increase of 3·44 per cent., and the total ton mileage an increase of 2·08 per cent. as compared with 1885. The receipts from goods traffic show an increase of 3·95 per cent. in 1886 over 1885. The number of tons of goods carried per mile open was 1,560 in 1886, as compared with 1,565 in 1885 and 1,499 in 1884.

Goods traffic.

The average receipts per goods train-mile were Rs. 4·48, the highest being on the principal Railways, Rs. 7·19 on the Bombay, Baroda and Central India Railway, broad gauge, and Rs. 4·36 on the Nágpur-Chhattísgarh Railway, metre gauge; and the lowest Rs. 1·23 on the Bengal Central Railway, broad gauge, and Rs. 2·14 on the South Indian Railway, metre gauge.

The lowest average cost of hauling one ton of goods one mile was 2·15 pies on the East Indian Railway, broad gauge, and 3·32 pies on the Bengal and North-Western Railway, metre gauge, the average sums received on these lines for doing this work being 5·83 pies and 5·65 pies respectively.

15. Including the steam-boat service, the gross receipts during the year amounted to Rs. 18,70,45,360, of which Rs. 4,79,87,847 were obtained on the East Indian Railway (including the branches worked by it), Rs. 7,21,70,665 on the Guaranteed lines, Rs. 6,04,81,282 on State Railways, excluding East Indian and branches, Rs. 53,83,329 on lines in Native States, and Rs. 30,22,237 on the Assisted Companies' lines.

Gross receipts.

Of the total earnings, Rs. 5,79,31,518 were due to coaching, Rs. 12,38,59,142 to goods, and Rs. 49,93,536 to steam-boat service and miscellaneous sources.

Compared with the previous year's returns, the traffic receipts (coaching and goods) show an increase of 4·16 per cent. The total receipts per mile open were Rs. 14,809 in 1886, Rs. 14,787 in 1885, and Rs. 14,374 in 1884.

The receipts per train-mile in 1886 were Rs. 4·11 as compared with Rs. 3·98 in 1885 and Rs. 4·03 in 1884.

16. Excluding steam-boat expenditure, the total working expenses during 1886 amounted to Rs. 8,84,22,951, the percentage on gross receipts being 47·58 as compared with a similar percentage of 49·27 in 1885, and of 50·47 in 1884.

Working expenses.

The lowest percentages in 1886 were 34·71 on the East Indian Railway, 35·20 on the Jodhpore Railway, and 41·12 on the Bombay, Baroda and Central India Railway.

The expenses per train-mile for all lines average Rs. 1·96 and were lowest on the Jodhpore Railway, Rs. 1·25. On the East Indian the expenses per train-mile were Rs. 1·79.

Summary of commodities carried.

17. The table on page 104 gives a summary of the principal articles of Merchandise, &c., carried on the several Railways in 1886 as compared with 1885.

General results of working of the principal Indian

Progressive Number.	Headings.	5 feet 6-inch Gauge.								
		East Indian. (b)	North-Western. (c)	Eastern Bengal.	Wardha Coal.	Bengal Central.	Madras.	Great Indian Peninsula. (e)	Bombay, Baroda and Central India. (g)	Oudh and Rohilkhand.	His Highness the Nizam's.
1	Miles open on 31st December 1886 Miles	1,723·17	1,850·78	233·69	45·00	125·19	860 38	1,504·75	461·00	686·54	205·37
1a	Mean mileage worked during the year „	1,712·67	1,963·78	233·69	45·00	125·19	860 38	1,501·23	461·00	681·48	184·66
2	Total Capital Outlay ... ... Rs.	37,08,95,711	29,40,97,667	5,02,19,726	61,11,560	91,41,608	11,59,31,134	26,94,17,522	9,35,35,907	8,27,96,821	2,71,49,342
3	„ per mile open (a) ... „	2,10,903	1,58,280	2,04,971	1,33,539	69,168	1,31,086	2,02,905	1,97,147	1,16,367	1,32,197
4	Coaching receipts ... ... „	1,47,40,607	83,40,511	19,34,753	36,607	4,46,974	33,27,011	78,85,534	38,86,050	26,85,513	5,47,623
5	Goods receipts ... ... „	3,23,39,405	1,62,80,663	28,78,183	1,63,371	92,961	44,57,841	3,09,98,367	93,81,161	34,09,992	7,95,599
6	Gross earnings ... ... „	4,79,87,847	2,53,04,346	52,03,359	2,66,834	5,66,489	79,05,096	3,92,57,906	1,35,05,635	65,05,408	13,81,077
7	Working expenses ... ... „	1,86,55,524	1,33,39,242 (d)	32,24,406	2,46,094	5,81,777	47,36,854	(f) 1,82,50,182	55,52,879	36,44,653	6,86,553
8	Ditto per cent. of gross receipts ...	34·71	52·71	61·97	92·23	102·70	59·46	46·49	41·12	56·02	49·71
9	Net earnings ... ... Rs.	3,13,32,323	1,19,65,607	19,78,953	20,740	—15,288	32,29,244	2,10,07,724	79,52,756	28,60,755	6,94,524
10	Ditto per cent. on capital outlay ...	8·45	4·07	3·94	0·34	...	2·79	7·80	8·58	3·46	2·56
11	Ditto ditto on paid-up capital ...	...	...	...	...	...	2·79	7·90	(h) 8·64	3·25	1·79
12	Passenger train-miles ... ... No.	3,693,753	2,242,185	594,270	22,404	203,266	973,753	2,811,418	977,611	1,007,622	194,659
13	Goods train-miles ... ... „	5,618,799	3,807,938	528,803	53,246	75,640	1,299,320	5,799.745	1,304,715	1,058,870	192,859
14	Total train-miles ... ... „	9,312,552	6,050,123	1,123,073	80,650	278,906	2,273,073	8,611,163	2,282,326	2,066,492	387,519
15	Coaching receipts per passenger train-mile ... ... Rs.	3·99	3·72	3·26	1·63	2·20	3·42	2·80	3·98	2·66	2·81
16	Goods receipts per goods train-mile ... „	5·76	4·28	5·44	2·80	1·23	3·43	5·34	7·19	3·22	4·13
17	Gross earnings per train-mile ... „	5·15	4·18	4·63	3·31	2·03	3·50	4·56	5·92	3·14	3·56
18	Working expenses per train-mile ... „	1·79	2·21	2·87	3·05	2·09	2·08	2·12	2·43	1·76	1·77
19	Net earnings per train-mile ... „	3·36	1·97	1·76	0·26	—0·06	1·42	2·44	3·49	1·38	1·79
20	Average number of passengers in a passenger train	247·50	248·26	204·60	140·62	136·59	285·39	163·40	258·47	182·63	191·89
21	Average number of tons in a goods train	188·87	127·19	116·66	92·00	40·68	86·84	118·62	177·24	133·18	82·59
	Average number of vehicles (excluding brake-vans)—										
22	In each passenger train ...	15·88	15·30	14·53	...	Worked by Eastern Bengal State Railway.	15·08	13·00	13·10	14·53	18·0
23	In each goods train	33·34	27·01	32·66	13·34		20·47	26·00	42·09	25·26	20·00
24	In each mixed train { Passenger carriages ...	15·79	10·75	9·97	13·10		7·17	7·00	8·90	17·33	9·18
	In each mixed train { Goods vehicles ...	3·62	7·58	5·32	21·40		12·35	8·00	16·98		12·27
25	Number of passengers carried one mile	914,214,793	556,646,049	121,585,796	3,150,406	27,764,779	277,898,184	459,383,213	252,650,306	184,624,196	37,354,021
26	Number of tons of goods carried one mile	1,061,229,793	484,332,584	61,889,166	5,358,334	3,075,843	111,530,083	687,963,372	231,253,939	141,019,833	15,928,007
	Average cost of hauling for one mile—										
27	One passenger unit ... ... Pies.	0·82	1·18	1·42	3·03	2·80	0·97	1·39	0·95	1·13	1·35
28	One ton of goods ... ... „	2·15	3·57	5·94	7·23	9·39	5·13	3·86	3·27	2·90	4·28
	Average sum received for carrying for one mile—										
29	One passenger unit ... ... Pies.	2·71	2·53	2·71	2·09	3·05	1·96	2·72	2·64	2·62	2·40
30	One ton of goods ... ... „	5·85	6·15	8·26	5·85	5·80	7·67	8·65	7·79	4·64	9·59

(a) Excluding Steamer service and suspense accounts.
(b) Includes the Branch lines worked by the East Indian Railway Company.
(c) Includes the Amritsar-Pathankot Railway except in items 2, 3, 9 and 10.
(d) Includes rent of leased line (Rs. 50,052).
(e) Includes the Bhopal-Itarsi, Dhond-Manmád and Berar State Railways except in items 2, 3, 9, 10 and 11.
(f) Includes rent of leased lines, Rs. 3,54,907, but excludes Rs. 12,415 being charges incurred direct by the State on the Dhond-Manmád Railway.
(g) Includes the Pátri branch except in items 10 and 11.

Railways during the year ending 31st December 1886.

Metre Gauge.													
Rajputana-Malwa. (i)	Southern Mahratta.	Cawnpore-Achnera. (j)	Tirhoot.	Northern Bengal.	Nágpur-Chhattisgarh.	Burma.	South Indian (l).	Bengal and North-Western.	His Highness the Gaekwar's. (3'-6" gauge).	Mysore.	Bhávnagar-Gondal.	Jodhpore.	Progressive Number.
1,964·42	476·50	253·23	246·00	249·25	149·00	327·00	662·00	376·00	58·85	139·75	193·09	64·00	1
1,475·01	341·37	253·23	240·64	249·25	149·00	327·00	662·00	306·40	58·85	139·75	193·00	64·00	1a
12,80,89,507	3,66,01,346	1,15,04,223	1,77,35,518	2,26,79,551	1,18,25,629	2,85,59,214	4,67,57,701	2,22,75,(m)062	13,46,482	69,95,886	97,94,259	11,05,339	2
74,342	71,729	43,852	65,186	87,416	70,119	85,310	67,945	55,724	22,758	44,997	49,226	17,271	3
52,44,152	5,39,360	2,76,545	6,53,490	7,61,116	2,26,108	13,93,744	25,64,140	6,63,963	91,074	200,699	5,14,641	1,11,274	4
1,20,38,749	10,66,965	2,59,312	6,70,967	16,49,902	11,85,044	12,10,786	23,35,149	9,82,157	61,304	170,951	4,26,644	87,321	5
1,74,87,146	16,34,918	8,41,464	14,98,638	26,87,705	1[illegible],24,521	26,57,955	49,35,618	18,54,071	1,53,699	469,274	9,65,379	2,05,728	6
67,76,027	11,41,593	4,75,472	9,97,449	14,20,332	8,90,492	17,14,684	34,44,262	10,44,895	1,14,301	2,77,046	5,50,230	73,410	7
50·27	60·83	56·51	60·56	52·85	62·51	64·51	60·78	56·36	74·37	59·01	57·00	35·20	8
86,81,119	4,93,325	3,65,992	5,01,189	12,67,373	5,34,029	9,43,271	14,91,356	8,09,189	39,395	182,228	4,15,149	1,33,318	9
6·80	1·35	1·89	2·83	5·[illegible]9	4·52	3·30	3·16	3·63	2·95	2·75	4·24	12·06	10
...	0·61	...	...	...	...	...	3·14	3·37	...	...	...	...	11
1,995,864	204,542	111,397	244,230	250,791	95,175	516,579	850,364	262,352	33,183	69,840	172,435	29,635	12
3,821,213	405,091	93,237	266,355	482,606	271,896	316,335	1,088,873	450,142	33,609	78,196	126,637	28,502	13
5,817,077	699,633	204,634	510,585	733,398	367,071	832,914	1,939,237	712,491	66,792	148,036	299,072	58,137	14
2·63	2·64	2·48	2·68	3·03	2·38	2·70	3·02	2·53	2·74	4·16	2·96	3·75	15
3·15	2·16	2·78	2·52	3·42	4·30	3·83	2·14	2·18	1·82	2 19	3 37	3·06	16
3·00	2·3[illegible]	2·83	2·94	3·66	3·88	3·19	2·55	2·60	2·30	3·17	3·23	3·54	17
1·51	1·6[illegible]	1·77	1·95	1·93	2·43	2·06	1·78	1·47	1·71	1·87	1·84	1·25	18
1·49	0·71	1·06	0·99	1·73	1·46	1·13	0·77	1·13	0·59	1·38	1·39	2·29	19
208·16	176·82	220·64	245·37	187·75	203·43	152·53	266·85	215·92	172·75	237·68	192·33	300·43	20
87·07	49·19	89·72	63·89	73·16	89·83	84·62	54·09	74·15	27·65	44·53	51·11	42·51	21
13·57	14·91	(k)	23·65	13·87	20·86	17·69	13·23	...	16·98	13·70	13·35	...	22
25·27	21·62	(k)	30·13	29·92	31·50	29·12	12·51	30·00	17·16	12·00	28·55	...	23
12·24	7·69	(k)	12·29	7·33	19·98	12·20	11·71	16·00	11·24	10 06	10·62	12·06	24
8·38	7·43	(k)	7·87	15·58	25·35	21·33	12·42	11·00	4·60	8·30	7·04	9·06	
415,455,232	36,167,416	24,578,141	59,927,612	47,095,462	19,266,077	78,795,506	226,919,207	58,648,429	5,732,410	16,592,384	33,163,961	8,909,386	25
332,726,651	24,355,434	8,365,058	17,018,259	35,307,954	24,425,225	28,766,716	59,552,470	33,378,737	929,248	3,461,944	6,471,994	1,211,553	26
0·88	1·73	1·07	1·15	1·19	2·07	1·87	1·06	1·07	1·58	1·58	1·50	(k)	27
3·77	6·21	4·39	5·10	4·85	6·53	5·83	6·16	3·32	12·87	9·13	7·42	(k)	28
2·15	2·63	2·05	1·88	2·70	2·08	2·11	2·07	2·11	2·97	3·13	2·80	2·12	29
6·94	8·41	5·95	7·57	8·97	9·31	8·69	7·53	5·65	12·67	9·43	12·66	13·94	30

(k) Deducting Rs. 39,765 for interest on overdrawn Capital from the net earnings, the percentage on the paid-up Capital will be 8·60 p. c.
(i) Includes the figures of the Cawnpore-Achnera for the last three months of 1886.
(j) The figures are for the 1st half of 1886 only with the exception of items 1, 1a, 6, 7, 8 and 9 which relate to the first nine months of 1886.
(k) Information not available.
(l) Includes the Pondicherry Railway except in items 2, 3, 10 and 11.
(m) Excludes interest on Capital during construction (Rs. 8,93,768).

Statement showing the total receipts and expenses and the net receipts per

Railway.	Coaching Receipts.		Goods Receipts.		Total Traffic Receipts.		Miscellaneous Steam Receipts.
	Rs.	Per Passenger train-mile.	Rs.	Per Goods train-mile.	Rs.	Per train-mile.	Rs.
STATE IMPERIAL.							
East Indian (*a*)	1,47,40,607	3·99	3,23,39,405	5·76	4,70,80,012	5·06	9,07,835
Rajputana-Malwa (*b*) ...	52,44,152	2·63	1,20,33,740	3·15	1,72,77,892	2·97	1,79,254
Dhond-Manmád ...	...	...	...	...	...	...	(*c*) 2,46,180
Southern Mahratta	5,39,366	2·64	10,66,966	2·16	16,06,332	2·30	28,587
North-Western (*c*) ...	83,40,511	3·72	1,62,80,663	4·28	2,46,21,174	4·07	6,83,675
Eastern Bengal ...	19,84,753	3·26	28,78,183	5·44	48,12,936	4·29	3,90,423
Wardha Coal	36,607	1·63	1,63,371	2·80	1,99,978	2·18	66,856
Bengal Central	4,46,974	2·20	92,961	1·23	5,39,935	1 94	26,554
Bilaspur-Etáwa ...	1,986	0·69	8,445	1·64	10,431	1·30	1,417
Total State Imperial ...	3,12,84,956	3·49	6,48,63,734	4·50	9,61,48,690	4·11	25,30,781
STATE PROVINCIAL.							
Cawnpore-Achnera (*g*)... ...	2,76,545	2·48	2,59 312	2·78	5,35,857	2·62	44,443
Bareilly-Pilibheet	34,108	3·01	59,219	2·88	93,387	2·93	2,782
Lucknow-Sitapur-Sihrámau ...	8,471	2·26	10,271	1·35	18,742	1·65	176
Nalháti	52,700	2·10	29,264	1·88	81,964	2·02	1,103
Tirhoot	6,53,490	2·68	6,70,967	2·52	13,24,457	2·59	1,74,181
Northern Bengal	7,61,116	3·03	16,49,802	3·42	24,10,918	3·29	2,76,787
Kaunia-Dharlla	42,389	3·21	13,496	1·00	55,885	2·09	76,353
Dacca	1,65,439	2·22	69,729	1·16	2,35,168	1·75	15,448
Ambitsar-Pathánkot	...	...	...	...	...	...	(*h*) 56,052
Nágpur-Chhattísgarh ...	2,26,108	2·38	11,85,044	4·36	14,11,152	3·84	13,369
Burma	13,93,741	2·70	12,10,786	3·83	26,04,530	3·13	53,425
Jorhát	2,259	0·43	35,607	2·41	37,866	1·89	405
Cherra-Company Ganj ...	637	0·40	2,526	0 82	3,163	0·68	881
Total State Provincial ...	36,17,066	2·67	51,96,023	3·32	88,13,089	3·02	7,15,405
GUARANTEED COMPANIES.							
Madras	33,27,011	3·42	44,57,841	3·43	77,84,852	3·42	1,81,246
South Indian (*i*)	25,64,140	3·01	23,35,149	2·14	48,99,289	2·52	36,329
Great Indian Peninsula (*j*) ...	78,85,564	2·80	3,09,93,367	5·34	3,88,83,931	4·52	3,73,975
Bombay, Baroda and C. India (*k*) ...	38,86,050	3·98	93,81,161	7·19	1,32,67,211	5·81	2,38,424
Oudh and Rohilkhand ...	26,85,513	2·66	34,09,992	3·22	60,95,505	2·95	4,09,903
Total Guaranteed Companies ...	2,03,48,278	3·07	5,05,82,510	4·79	7,09,30,788	4·13	12,39,877
ASSISTED COMPANIES.							
Darjeeling-Himalayan ...	1,83,388	4·85	3,05,559	4·30	4,88,947	4·49	7,529
Deoghur	22,799	...	2,218	...	25,017	1·85	...
Bengal and North-Western ...	6,63,963	2·53	9,82,157	2·18	16,46,120	2·31	2,07,954
Rohilkhand-Kumaun	1,47,936	5·14	75,826	1·95	2,23,762	3·31	76,429
Thatón-Duyinzáik (*l*)	...	...	...	...	...	...	...
Dibru-Sadiya	51,885	1·33	2,65,971	4·68	3,17,856	3·32	28,623
Total Assisted Companies ...	10,69,971	2·91	16,31,731	2·65	27,01,702	2·71	3,20,535
NATIVE STATES.							
Khámgaon	...	...	...	...	...	...	(*c*) 20,232
Amráoti	...	...	...	...	...	...	(*c*) 44,137
His Highness the Gaekwar's ...	91,074	2·74	61,304	1·82	1,52,378	2·28	1,321
His Highness the Nizam's ...	5,47,823	2·81	7,95,599	4·13	13,43,422	3·46	37,655
Mysore	2,90,699	4·16	1,70,951	2·19	4,61,650	3·12	7,624
Bhopal-Itársi	...	...	...	...	...	...	(*c*) 44,358
Bhávnagar-Gondal	5,14,641	2·98	4,26,644	3·37	9,41,285	3·15	24,094
Jodhpore	1,11,274	3·75	87,321	3·06	1,98,595	3·41	7,133
Rájpura-Patiála	38,017	2·24	26,238	3·12	64,255	2·53	368
Wadhwán-Morvi	17,719	1·05	17,087	1·15	34,806	1·09	16
Total Native States ...	16,11,247	3·02	15,85,144	3·28	31,96,391	3·14	1,86,938
Total of all Railways	5,79,31,518	3 25	12,38,59,142	4·48	18,17,90,660	4·00	49,93,536

(*a*) Includes Sindia, Patna-Gya, Dildárangar-Gházipur and Tárakeshwar Railways and Indian Midland Railway, Cawnpore-Kalpí Section.
(*b*) Includes Cawnpore-Achnera Railway figures for the last three months of 1886.
(*c*) Government share of receipts due to working by the Great Indian Peninsula Railway.
(*d*) Expenditure incurred direct by the State.
(*e*) Includes Amritsar-Pathánkot Railway.
(*f*) Excludes figures of the Warora colliery which are—

	Rs.
Earnings	4,61,372
Expenditure	3,46,176
Net Earnings ...	1,15,196

train-mile on the several Railways during the year ending 31st December 1886.

OUS INCLUD-BOAT RE-	GROSS RECEIPTS.		WORKING EXPENSES.		NET RECEIPTS.		RAILWAYS.
Per train-mile.	Rs.	Per train-mile.	Rs.	Per train-mile.	Rs.	Per train-mile.	
							STATE IMPERIAL.
0·09	4,79,87,847	5·15	1,96,55,524	1·79	3,13,32,323	3·36	EAST INDIAN. (*a*)
0·03	1,74,57,148	3·00	87,76,027	1·51	86,81,119	1 49	RAJPUTANA-MALWA. (*b*)
...	(*c*) 2,46,180	...	(*d*) 12,416	...	2,33,764	...	DHOND-MANMÁD.
0·04	16,34,919	2·34	11,41,593	1·63	4,93,326	0·71	SOUTHERN MAHRATTA.
0·13	2,53,04,819	4·18	1,33,39,242	2·21	1,19,65,607	1 97	NORTH-WESTERN. (*e*)
0·34	52,03,359	4·63	32,24,406	2·87	19,78,953	1·76	EASTERN BENGAL.
0·83	(*f*) 2,66,834	3·31	(*f*) 2,46,094	3·05	(*f*) 20,740	0·26	WARDHA COAL.
0·09	5,06,489	2·03	5,81,777	2·09	—15,288	—0·06	BENGAL CENTRAL.
0·17	11,848	1·47	12,364	1·54	—516	—0·06	BILÁSPUR-ETÁWA.
0·11	9,86,79,471	4·22	4,39,89,443	1·88	5,46,90,028	2·34	TOTAL STATE IMPERIAL.
							STATE PROVINCIAL.
0·21	8,41,464	2·83	4,75,472	1·77	3,65,992	1·06	CAWNPORE-ACHNERA. (*g*)
0·08	96,169	3·01	74,492	2·33	21,677	0·68	BAREILLY-PILIBHEET.
0 01	18,918	1·66	14,433	1·27	4,485	0·39	LUCKNOW-SITAPUR-SHRÁMAU.
0·02	83,067	2·04	70,852	1·74	12,215	0·30	NALHÁTI.
0·35	14,93,63-	2·94	9,97,449	1·95	5,01,189	0 99	TIRHOOT.
0·37	26,87,705	3·06	14,20,332	1·93	12,67,373	1·73	NORTHERN BENGAL.
2·85	1,32,238	4·94	1,14,194	4·27	18,044	0·67	KAUNIA-DHARLLA.
0·11	2,50,616	1·56	2,79,359	2·07	—28,743	—0·21	DACCA.
...	(*h*) 56,052	...	...	...	56,052	...	AMRITSAR-PATHÁNKOT.
0·04	14,24,521	3 88	8 90,492	2·43	5,34,029	1·45	NÁGPUR CHHATÍSGARH.
0·06	26,57,955	3·19	17,14,684	2·06	9,43,271	1·13	BURMA.
0·02	38,271	1·91	52,158	2·61	—13,887	—0·69	JORHÁT.
0·19	4,044	0·87	18,118	3 89	—14,074	—3·02	CHERRA-COMPANY GANJ.
0·21	97,89,658	3·26	61,22,035	2·06	36,67,623	1·20	TOTAL STATE PROVINCIAL.
							GUARANTEED COMPANIES.
0·08	79,66,098	3·50	47,36,854	2·08	32,29,244	1·42	MADRAS.
0·02	49,35,618	2·54	34,44,262	1·78	14,91,356	0·76	SOUTH INDIAN. (*i*)
0·03	3,93 57,306	4·55	1,82,50,182	2·11	2,10,07,724	2·44	GREAT INDIAN PENINSULA. (*j*)
0·11	1,35,05,635	5·92	55,52,879	2·43	79,52,756	3·49	BOMBAY, BARODA AND CENT. INDIA. (*k*)
0 19	65,05,408	3·14	36,44,653	1·76	28,60,755	1·38	OUDH AND ROHILKHAND.
0·07	7,21,70,695	4·20	3,56,28,830	2·07	3,65,41,835	2·13	TOTAL GUARANTEED COMPANIES.
							ASSISTED COMPANIES.
0·07	4,96,476	4·56	2,54,367	2·33	2,42,109	2·22	DARJEELING HIMALAYAN.
...	25,017	1·85	13,274	0·98	11,743	0·86	DEOGHUR.
0·29	18,54,074	2·60	10,44,885	1·47	8,09,189	1·13	BENGAL AND NORTH-WESTERN.
1·13	3,00,191	4·44	1,76,359	2·61	1,23,832	1·83	ROHILKHAND-KUMAUN.
...	...	...	...	...	...	...	THATÓN-DUYINZÁIK. (*l*)
0·30	3,46,479	3·62	2,93,325	3·07	53,154	0·56	DIBRU-SADIYA.
0 3:	30,22,237	3·03	17,82,210	1·79	12,40,027	1·21	TOTAL ASSISTED COMPANIES.
							NATIVE STATES.
...	(*c*) 20,232	...	...	...	20,23	...	KHÁMGAON.
...	(*c*) 44,137	...	...	...	44,137	...	AMRÁOTI.
0 02	1,53,699	2·30	1,14,301	1·71	39,398	0·59	HIS HIGHNESS THE GAEKWAR'S.
0·10	13,81,077	3 56	6,86,553	1·77	6,94,524	1·79	HIS HIGHNESS THE NIZAM'S.
0·05	4,69,274	3·17	2,77,046	1·87	1,92,228	1·30	MYSORE.
...	(*c*) 44,358	...	...	...	44,358	...	BHOPAL-ITÁRSI.
0·08	9,65,370	3·23	5,50,230	1·84	4,15,149	1·38	BHÁVNAGAR-GONDAL.
0·13	2,05,728	3·54	72,410	1·25	1,33,318	2·29	JODHPORE.
0·02	64,623	2·55	50,806	2·00	13,817	0 55	RÁJPURA-PATTÁLA.
...	34,822	1·09	35,964	1·13	—1,142	—3 59	WADHWÁN-MORVI.
0 18	33,83,329	3·33	17 87,310	1·76	15,96,015	1·57	TOTAL NATIVE STATES.
0·11	(*m*) 18,70,15,360	4·11	(*n*) 8,93,09,828	1·96	9,77,35,532	2·15	Total of all Railways.

(*g*) The figures shown against this line are for the 1st half of 1886 with the exception of those entered in the columns "Rs." under "Gross Receipts" "Working Expenses" and "Net Receipts," which are for the first nine months of 1886. The Gross Receipts for the 3rd quarter of 1886 amount to Rs. 2,61,164, the Working expenses to Rs. 1,12,641 and the Net Receipts to Rs. 1,48,523.

(*h*) Share of receipts due to working by the North-Western Railway.

(*i*) Includes Pondicherry Railway.

(*j*) Includes the earnings and expenses of the Branch lines worked, with the exception of the charges incurred direct by the State.

(*k*) Includes Pátri Branch.

(*l*) Return not received.

(*m*) The Steam Boat receipts amount to Rs. 12,04,190.

(*n*) The Steam Boat expenses amount to Rs. 8,86,877.

Table showing Expenditure on Revenue Account on the several

RAILWAY.	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAFFIC.		
	Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.
STATE IMPERIAL.	Rs.	Rs.	...	Rs.	Rs.	...	Rs.	Rs.	...	Rs.	Rs.	...
EAST INDIAN (*a*) ...	56,48,586	0·61	11·77	44,10,409	0·47	9·19	14,57,781	0·15	3·04	30,31 959	0 33	6·32
RAJPUTANA-MALWA (*a*) ...	19,32,084	0·33	11·07	36,52,728	0 63	20·92	6,45,053	0·11	3·70	14,34,949	0 25	8·22
DHOND-MANMÁD ...	...	...	...	...	...	...	...	...	...	...	...	...
SOUTHERN-MAHRATTA...	3,05,851	0 44	18 71	3,80,391	0·56	23·82	37,500	0·05	2·29	2,00,069	0·29	12·24
NORTH-WESTERN (*e*) ...	34,57,254	0·57	13·66	47,68,217	0·79	18·84	15,87,125	0·26	6·27	20,16,534	0·33	7·97
EASTERN-BENGAL ...	9,63,308	0·86	18·51	6,78,196	0·60	13·04	2,73,247	0·24	5·25	6,57,669	0·59	12·64
WARDHA COAL	57,265	0·71	21·46	72,486	0·90	27·17	23,943	0·30	8·97	25,021	0·31	9·38
BENGAL CENTRAL	1,87,169	0·67	33·04	99,026	0·36	17·48	36,067	0·13	6 37	1,01,826	0·36	17·98
BILÁSPUR-ETÁWA	2,387	0·30	20·15	2,414	0·30	20·37	577	0·07	4·87	2,236	0 28	18·87
TOTAL STATE IMPERIAL ...	1,25,53,904	0·54	12 72	1,40,72,867	0·60	14·26	40,61,293	0·17	4·12	74,70,263	0·32	75·7
STATE PROVINCIAL.												
CAWNPORE-ACHNERÁ (*f*) ...	91,885	0·45	15·83	1,02,384	0·50	17·64	21,212	0·11	3·65	81,369	0·39	14·02
BAREILLY-PILIBHEET	16,824	0·53	17·49	14,289	0·45	14·86	2,709	0·08	2·82	16,571	0 52	17·23
LUCKNOW-SITAPUR-SIHRAMAU ...	3,795	0·33	20·06	...	...	...	...	...	...	...	...	...
NALHÁTI	25,508	0·62	30·71	9,860	0·24	11·87	5,076	0·12	6·11	8,463	0·22	10·19
TIRHOOT	2,56,763	0·50	17·13	2,08,528	0·41	13·91	40,257	0·08	2·69	2,08,251	0·40	13 90
NORTHERN-BENGAL	5,03,671	0·68	18·74	3,13,083	0 43	11·65	76,223	0·10	2·84	1,83,889	0·25	6·84
KAUNIA-DHARLLA	29,991	1·12	22·68	13,120	0·49	9·93	6,592	0·25	4·99	9,455	0·35	7·15
DACCA	65,870	0·49	26·28	65,296	0·48	26·06	18,693	0·14	7·46	60,198	0·45	24·02
NÁGPUR-CHHATTÍSGARH ...	3,25,523	0·89	22·85	2,52,462	0·69	17·72	66,229	0·18	4·65	1,19,314	0·33	8·38
BURMA	5,29,101	0·63	19·91	4,91,807	0·59	18·50	1,24,442	0·15	4·68	3,22,656	0·39	12·14
JORHAT	10,392	0·52	27·15	15,014	0·75	39·23	1,341	0·07	3·50	15,240	0·76	39·82
CHERRA-COMPANY GANJ ...	3,137	0·67	77·57	4,189	0·90	103 59	755	0·16	18·67	3,531	0·76	87·31
TOTAL STATE PROVINCIAL ...	18,62,460	0·64	19·02	14,90,032	0·51	15·22	3,63,529	0·12	3·71	10,28,937	0·35	10·51
GUARANTEED COMPANIES.												
MADRAS	13,12,495	0·58	16·48	16,56,217	0·73	20·79	4,72,763	0 21	5·93	7,64,999	0·33	9·60
SOUTH INDIAN (*j*)	12,69,867	0·66	25·73	9,50,676	0·49	19·26	4,11,834	0·21	8·34	4,20,972	0·22	8·53
GREAT INDIAN PENINSULA (*a*) ...	46,02,933	0·54	11·72	68,88,713	0 80	17·55	21,79,461	0·25	5·55	25,79,097	0·30	6·57
BOMBAY, BARODA AND CENTRAL INDIA (*k*)	18,32,317	0·80	13·57	16,51,408	0·73	12·23	5,45,253	0·24	4·04	8,01,037	0·35	5·93
OUDH AND ROHILKHAND ...	8,92,098	0·43	13·71	12,53,067	0·61	19·26	3,31,213	0·16	5·09	5,96,582	0·29	9·17
TOTAL GUARANTEED COMPANIES ...	99,09,710	0·58	13·73	1,24,00,075	0·72	17·18	39,40,524	0·23	5·46	51,62,687	0·30	7·15
ASSISTED COMPANIES.												
DARJEELING-HIMALAYAN ...	40,793	0·37	8·22	78,171	0·72	15·74	28,243	0·26	5·69	35,491	0·33	7·15
DHOOHUR	3,132	0·23	12·52	4,020	0·30	16·07	445	0·03	1·77	4,482	0·33	17·92
BENGAL AND NORTH-WESTERN ...	2,31,063	0·32	12·46	3,14,396	0·44	16·96	48,823	0·07	2·63	1,56,582	0 22	8·45
ROHILKHAND KUMAUN ...	30,670	0·46	10 22	29,950	0·44	9·98	5,487	0·08	1·83	(*l*) 60,085	0·89	20·01
THAGA DEVINZÁIK (*m*) ...	...	...	...	...	...	...	...	...	...	...	...	...
DIBRU-SADIYA	77,298	0·81	22·31	66,314	0·69	19·14	15,258	0 16	4·40	31,45	0·33	9·08
TOTAL ASSISTED COMPANIES ...	3,82,961	0·38	12·67	4,92,851	0·49	16·31	98,256	0·10	3·25	2,88,09	0·29	9·58
NATIVE STATES.												
HIS HIGHNESS THE GAEKWÁR'S ...	40.053	0·60	26·06	40,431	0·61	26·31	4.910	0·07	3·20	18,250	0·27	11·87
HIS HIGHNESS THE NIZAM'S ...	1,67,118	0·43	12·10	2,08,518	0 54	15·10	44,516	0·11	3·22	1,28,150	0·33	9·28
MYSORE	80,472	0·54	17·15	83,108	0·56	17·71	16,398	0·11	3·49	38,913	0 26	8·29
BHÁVNAGAR-GONDAL	1,11,127	0·37	11·51	1,47,72	0 49	15 30	34,865	0·12	3·61	1,04,330	0·35	10 80
JODHPORE	20,272	0·35	9·35	30,059	0·52	14·62	3,822	0·07	1·86	11,523	0·20	5·60
RÁJPURA-PATIÁLA	8,426	0·33	13·04	18,657	0·73	28·87	5,981	0·24	9·26	8,067	0·32	12·47
WADHWÁN-MORVI	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL NATIVE STATES ...	4,27,468	0·42	12·63	5,28,496	0·52	15·62	1,10,492	0·10	3·27	3,09,733	0·30	9·15
TOTAL OF ALL RAILWAYS ...	2,51,36,503	0·55	13·44	2,89,84,321	0·64	15·50	85,74,094	0·19	4·58	1,42,59,710	0·31	7·62

(*a*) Includes Branch lines worked.
(*b*) Includes 5 per cent. for loan of rolling stock to the Cawnpore-Kalpi and Tarakeshwar Railways.
(*c*) Includes Cawnpore-Achnera Railway figures for the last three months of 1890.
(*d*) Expenditure incurred direct by the State.
(*e*) Includes Amritsar-Pathankot Railway.
(*f*) The figures shewn against Cawnpore-Achnera are for the 1st half of 1888 only with the exception of "Total" amount" and "Total, Per cent. of gross receipts," where the entries refer to the first nine months of 1888. The expenses during the 3rd Quarter of 1888 amount to Rs. 1,12,611.

Railways during the year ending 31st December 1886.

General.			Steam Boat.			Special and Miscellaneous.			Total.			Railway.
Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	...	Rs.	Rs.	...	STATE IMPERIAL.
18,53,640	0·20	3·86	19,275	0·002	0·04	(b) 2,33,874	0·03	0·49	1,66,55,524	1·79	34·71	East Indian (a).
10,12,564	0·17	5·80	...	...	...	98,649	0·02	0·56	87,76,027	1·51	50·27	Rajputana-Malwa. (c)
(d) 12,416	...	...	...	...	...	...	...	...	(a) 12,416	...	...	Dhond-Manmád.
1,99,982	0·28	12·25	...	...	...	8,800	0·01	0·54	11,41,593	1·63	69·83	Southern Mahratta.
10,49,624	0·18	4·15	2,13,591	0·04	0·84	2,46,897	0·04	0·98	1,33,39,242	2·21	52·71	North-Western. (e)
2,72,819	0·24	5·24	2,12,435	0·19	4·08	1,66,732	0·15	3·21	32,24,406	2·87	61·97	Eastern Bengal.
57,338	0·71	21·48	...	...	...	10,041	0·12	3·76	2,46,094	3·05	92·23	Wardha Coal.
1,17,053	0·42	20·66	...	...	...	40,636	0·15	7·17	5,81,777	2·09	102·70	Bengal Central.
4,746	0·59	40·06	...	...	...	4	...	0·03	12,364	1·54	104·35	Bilaspur-Etawá.
45,80,182	0·20	4·64	4,45,301	0·02	0·45	8,65,633	0·03	0·82	4,39,89,443	1·88	44·58	Total State Imperial.
												STATE PROVINCIAL.
59,615	0·29	10·27	...	...	...	6,366	0·03	1·10	4,75,472	1·77	56·51	Cawnpore-Achnera. (f)
18,491	0·58	19·22	...	...	...	5,608	0·17	5·83	74,492	2·38	77·46	Bareilly-Ilibheet.
...	...	...	...	...	...	(g) 10,638	0·94	56·23	14,438	1·27	73·29	Lucknow-Sitapur-Sitamau.
16,590	0·41	19·37	...	...	...	(h) 5,355	0·13	6·44	70,852	1·74	85·29	Nalhati.
1,57,740	0·31	10·53	1,07,897	0·21	7·20	(i) 18,013	0·04	1·20	9,97,449	1·95	66·56	Tirhoot.
1,69,982	0·23	6·32	1,61,413	0·22	6·01	12,071	0·02	0·45	14,20,332	1·93	52·85	Northern-Bengal.
10,075	0·38	7·62	44,612	1·67	33·74	349	0·01	0·20	1,14,194	4·27	86·36	Kaunia-Dharlla.
61,766	0·46	24·64	...	...	...	7,536	0·05	3·01	2,79,359	2·07	111·47	Dacca.
1,14,845	0·31	8·06	...	...	...	12,119	0·03	0·85	8,90,492	2·43	62·51	Nágpur-Chhattisgarh.
2,15,967	0·26	8·12	...	...	...	30,711	0·04	1·16	17,14 684	2·06	64·51	Burma.
9,714	0·49	25·38	...	...	...	457	0·02	1·20	52,158	2·61	136·28	Jorhat.
3,348	0·72	82·79	3,108	0·66	76·85	50	0·01	1·24	18,118	3·88	448·02	Cherra-Company Ganj.
8,38,133	0·29	8·56	3,17,030	0·11	3·24	1,09,273	0·04	1·12	61,22,035	2·06	62·54	Total State Provincial.
												GUARANTEED COMPANIES.
4,90,888	0·21	6·16	...	...	...	39,492	0·02	0·50	47,36,854	2·08	59·46	Madras.
3,70,045	0·19	7·50	...	...	...	20,874	0·01	0·42	34,44,262	1·78	69·78	South Indian. (j)
12,42,763	0·14	3·17	...	...	...	7,57,215	0·09	1·93	1,82,50,182	2·12	46·49	Great Indian Peninsula. (a)
5,38,702	0·25	4·28	...	...	...	1,44,102	0·06	1·07	55,52,879	2·43	41·12	Bombay, Baroda and Central India. (k)
4,63,703	0·22	7·13	...	...	...	1,07,990	0·05	1·66	36,44,655	1·76	56·02	Oudh and Rohilkhand.
31,46,101	0·18	4·36	...	...	...	10,69,733	0·06	1·48	3,56,28,830	2·07	49·36	Total Guaranteed Companies.
												ASSISTED COMPANIES.
60,124	0·55	12·11	...	...	...	11,545	0·10	2·32	2,54,867	2·33	51·23	Darjeeling-Himalayan.
1,195	0·09	4·78	...	...	...	...	...	...	13,274	0·98	53·06	Deoghur.
1,75,272	0·25	9·45	95,852	0·14	5·17	22,892	0·03	1·24	10,44,885	1·47	56·36	Bengal and North-Western.
40,607	0·60	13·53	...	...	...	9,530	0·14	3·18	1,76,359	2·61	58·75	Rohilkhand-Kumaun.
...	...	...	...	...	...	...	...	...	...	...	...	Thatón-Duyinzáik. (m)
68,811	0·72	19·86	28,694	0·30	8·28	5,500	0·06	1·59	2,93,325	3·07	84·66	Dibru-Sadiya.
3,46,009	0·35	11·45	1,24,546	0·12	4·12	49,197	0·05	1·63	17,82,210	1·78	58·96	Total Assisted Companies.
												NATIVE STATES.
10,657	0·16	6·93	...	...	...	...	...	...	1,14,301	1·71	74·37	His Highness the Gaekwar's.
1,08,274	0·28	7·84	..	...	..	29,977	0·08	2·17	6,86,553	1·77	49·71	His Highness the Nizam's.
55,596	0·38	11·85	...	...	...	2,559	0·02	0·55	2,77,046	1·87	59·04	Mysore.
1,29,064	0·43	13·37	...	...	...	22,621	0·08	2·35	5,50,230	1·84	57·00	Bhávnagar-Gondal.
5,265	0·09	2·56	...	...	...	1,469	0·02	0·71	72,410	1·25	35·20	Jodhpore.
6,135	0·24	9·50	...	...	...	3,540	0·14	5·48	50,806	2·00	78·62	Rájpura-Patiála.
...	...	...	...	...	...	...	...	...	(n) 35,964	1·13	103·28	Wadhwán-Morvi.
3,14,991	0·31	9·31	...	...	...	60,166	0·06	1·78	17,87,310	1·76	52·83	Total Native States.
92,25,416	0·20	4·93	8,86,877	0·02	0·47	20,94,302	0·05	1·12	8,93,09,828	1·96	47·75	Total of all Railways.

(*a*) Total working expenses, exclusive of maintenance.
(*b*) Includes Rs. 5,100 on account of "loss by exchange."
(*c*) Includes Rs. 3,320 on account of "loss by exchange."
(*d*) The figures shown against the South Indian Railway include the traffic over the Pondicherry Railway.
(*e*) Includes Patri Branch.
(*f*) Includes Rs. 23,735 on account of Cart Road Service.
(*m*) Return not received.
(*n*) Details not furnished.

Summary of the principal articles of Merchandise, &c., carried, and the receipts therefrom on the several Railways for 1886, as compared with the similar results for 1885 (details given in Appendix).

Classification Number.	ARTICLES.	Quantity.		Receipts.		Quantity.		Receipts.		Classification Number.
		1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	Increase. Tons.	Decrease. Tons.	Increase. Rs.	Decrease. Rs.	
I.	Animals, living (for sale) No. ...	92,675	87,244	4,98,494	4,13,084	...	5,431	...	85,410	I.
II.	Borax	2,708	2,800	38,921	41,660	92	...	2,739	...	II.
III.	Canes and Rattans	2,212	6,710	19,199	35,423	4,499	...	16,224	...	III.
IV.	Caoutchouc	126	133	1,189	1,466	7	...	277	...	IV.
V.	Chinese and Japanese Ware ...	107	121	3,903	3,203	14	...	...	700	V.
VI.	Coal and Coke	1,363,436	1,467,014	63,13,788	66,10,376	103,578	...	2,96,588	...	VI.
VII.	Cotton, Raw	300,150	444,195	60,91,901	95,57,938	144,045	...	34,66,037	...	VII.
VIII.	Cotton, Manufactured	270,174	289,745	65,82,917	67,68,200	19,571	...	1,85,283	...	VIII.
IX.	Drugs and Medicines	15,468	17,226	3,15,945	3,42,632	1,768	...	26,687	...	IX.
X.	Dyeing Materials	92,707	103,457	12,55,973	14,08,962	10,750	...	2,42,989	...	X.
XI	Earthenware and Porcelain ...	1,914	2,409	37,924	38,513	495	...	589	...	XI.
XII.	Fibrous Products	365,323	437,396	28,62,093	35,[illegible],033	72,063	...	6,71,940	...	XII.
XIII.	Fruits and Nuts	190,128	207,103	26,13,954	28,55,008	16,975	...	2,41,654	...	XIII.
XIV.	Grain and Pulses	3,990,795	4,100,049	3,14,45,493	3,04,84,459	109,254	...	...	9,61,039	XIV
XV.	Gums and Resins	17,762	16,323	3,59,496	2,95,632	...	1,439	...	63,864	XV.
XVI.	Hides and Skins	119,120	122,523	16,35,495	16,88,499	3,394	...	53,004	...	XVI.
XVII.	Horns	1,933	1,772	16,151	19,225	139	...	3,074	...	XVII
XVIII.	Lac	20,063	19,852	3,07,807	2,54,770	...	211	...	53,037	XVIII.
XIX.	Leather	7,345	8,477	1,66,280	1,95,674	1,132	...	29,394	...	XIX.
XX.	Liquors	44,249	51,203	6,75,758	7,63,901	6,955	...	88,143	...	XX.
XXI.	Mats	2,144	2,017	20,825	19,116	...	127	...	1,709	XXI.
XXII	Metals and Manufactures of ...	386,701	421,221	63,30,845	63,95,887	34,020	...	65,042	...	XXII.
XXIII	Oils	79,272	98,876	10,49,183	12,51,303	19,604	...	2,04,120	...	XXIII.
XXIV.	Opium	20,932	18,432	5,70,279	4,97,094	...	2,500	...	73,185	XXIV.
XXV.	Paints and Colours	4,493	4,283	65,593	59,975	...	209	...	5,618	XXV.
XXVI.	Provisions	146,782	151,603	15,62,768	16,38,092	4,821	...	75,324	...	XXVI.
XXVII.	Salt	1,131,636	1,120,548	72,25,051	72,99,338	...	11,088	64,287	...	XXVII.
XXVIII.	Saltpetre, &c.	70,940	63,130	5,71,231	5,32,985	...	7,810	...	38,246	XXVIII.
XXIX.	Seeds	1,462,994	1,376,280	1,32,88,799	1,17,38,055	...	26,714	...	15,50,744	XXIX.
XXX.	Silk	2,984	3,317	69,027	72,624	433	...	3,597	...	XXX.
XXXI.	Spices	33,209	35,967	4,62,256	4,58,715	2,668	...	26,459	...	XXXI.
XXXII.	Stone and Marble	292,346	418,447	5,90,579	7,88,888	126,101	...	1,98,309	...	XXXII.
XXXIII.	Sugar	558,419	652,164	44,81,274	49,15,163	95,745	...	4,33,889	...	XXXIII.
XXXIV.	Tea	32,563	33,779	5,29,055	5,90,113	4,216	...	61,058	...	XXXIV.
XXXV.	Tobacco	103,447	117,178	10,71,351	11,86,787	13,731	...	1,15,436	...	XXXV.
XXXVI.	Wood	537,753	518,629	20,81,433	18,50,789	...	19,124	...	2,30,649	XXXVI.
XXXVII.	Wool	28,318	26,727	7,16,249	8,45,251	...	1,591	1,29,002	...	XXXVII.
XXXVIII.	All other Articles of Merchandise...	1,186,282	1,318,715	81,93,161	97,12,805	129,417	...	15,16,644	...	XXXVIII.
XXXIX.	Bark (Tanning)	2,262	1,892	9,009	8,961	...	380	...	48	XXXIX.
XL.	Coffee	7,893	10,214	66,293	77,600	2,321	...	11,307	...	XL.
XLI.	Government Stores	138,365	74,519	21,81,642	10,76,198	...	63,546	...	11,05,444	XLI.
XLII.	Manures	4,549	6,593	14,430	23,044	2,044	...	8,534	...	XLII.
XLIII.	Vegetables	56,263	62,583	4,37,818	4,81,744	6,320	...	43,926	...	XLIII.
XLIV.	Chunam and Lime	71,728	66,348	2,80,454	3,57,761	...	5,380	67,307	...	XLIV.
XLV.	Hay, Straw, and Grass, &c. ...	42,135	33,162	1,73,649	1,06,206	...	8,973	...	67,443	XLV.
XLVI.	Railway Materials	412,013	335,480	9,11,286	7,26,536	...	76,533	...	1,84,750	XLVI.
XLVII.	Revenue Stores	406,143	636,573	5,38,747	9,69,143	230,430	...	4,30,396	...	XLVII.
	Total ...	13,993,675	14,919,530	11,42,56,484	11,86,98,317	941,856	...	44,41,833	...	

SUMMARY.

The total extent of railways open for traffic in India on the 31st March 1887 is 13,390¼ miles, of which 4,538¼ miles are in the hands of Guaranteed, Assisted and other Companies, 7,952½ miles are State lines, either Imperial or Provincial, and 899½ miles belong to Native States.

On the same date the extent of Railway mileage under construction was 3,205¾ miles, of which 245 miles are in the hands of Guaranteed, Assisted and other Companies, 2,453¾ miles are under construction by the State, and 507 miles by Native States.

The total capital outlay on the railways and connected steamer services amounted, on the 31st December 1886, to £170,498,911 (at the conventional exchange of 2 shillings to the rupee), of which £60,763,058 have been expended by Guaranteed Companies, £100,780,534 on the State Railways (Imperial and Provincial), inclusive of the cost of the East Indian Railway, which stands at £35,221,312, £3,423,367 on Assisted Companies' lines and £5,531,952 on Native State lines.

The gross receipts during the calendar year 1886 amounted to £18,704,536 compared with £17,989,625 in 1885; the working expenses have been £8,930,983 as compared with £8,863,294. The net revenue amounted to £9,773,553, of which the East Indian Railway, including the Branches worked by the Company, contributed £3,133,232, the Guaranteed lines £3,654,183, the Assisted Companies £124,003, the State lines (Imperial and Provincial), excluding the East Indian Railway and Branches, £2,702,533, and the lines in Native States £159,602.

The total net earnings on all lines in 1886 yielded a return of £5-14-8 per cent. per annum, as compared with £5-12-9 in 1885, or, excluding steam-boat services and suspense items, of £5-18-1 as compared with £5-16-8. Including steam-boat service and suspense the East Indian Railway and Branches produced £8-8-11 per cent., the Guaranteed lines paid £6-0-3 per cent., the State lines (Imperial and Provincial), excluding the East Indian Railway and Branches, yielded £4-4-8 per cent., the Assisted Lines, excluding the Tárakeshwar, £3-16-3, and the Native State lines £2-17-8 per cent.

The total number of passengers carried was 88,436,318 as compared with 80,864,779 in 1885, and the receipts from the coaching traffic have amounted to £5,793,152, as compared with £5,538,126.

The aggregate tonnage moved has amounted to 19,576,365 tons, as compared with 18,925,385 tons, and the receipts from goods traffic have amounted to £12,385,914, as compared with £11,915,375 in 1885.

Summary of principal commodities.

The summary on page 104 of the principal articles of Merchandise carried on all Indian Railways shows an improvement of 941,856 tons, or, excluding railway materials and revenue stores, the total weight moved has increased by 787,959 tons. Thirty-one out of the 47 items of public traffic tabulated show increases.

APPENDIX.

Details of the principal Articles of Merchandise, &c., carried, and the receipts therefrom on the several Railways for 1886, as compared with the similar results for 1885.

Statement showing the quantities of the principal articles of merchandise, &c., carried, and the

Classification Number.	ARTICLES.	IMPERIAL STATE					
		EAST INDIAN.				SOUTHERN	
		Quantity.		Receipts.		Quantity.	
		1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.
I.	Animals, living (for sale) ... ... No.	37,382	34,641	71,954	68,919	323	274
II.	Borax	1,049	1,168	22,087	25,371	...	...
III.	Canes and Rattans	1,111	1,682	10,407	13,608	1	1
IV.	Caoutchouc	5	12	97	235	7	13
V.	Chinese and Japanese ware	21	29	1,037	1,337	...	9
VI.	Coal and Coke	999,559	1,088,182	53,54,783	55,89,153	149	69
VII.	Cotton, Raw	36,228	58,489	10,24,220	14,37,420	2,337	11,408
VIII.	Cotton, Manufactured	78,475	83,902	24,33,187	25,23,194	3,696	4,701
IX.	Drugs and Medicines	4,528	4,689	1,39,224	1,32,771	53	112
X.	Dyeing Material	19,017	21,823	4,53,808	5,19,934	387	808
XI.	Earthenware and Porcelain	845	961	15,691	16,441	38	89
XII.	Fibrous Products	46,973	54,496	6,96,972	7,41,386	425	1,869
XIII.	Fruits and Nuts	13,966	13,486	3,88,333	3,86,372	2,431	5,026
XIV.	Grain and Pulses	696,226	868,887	56,49,964	59,72,970	22,951	60,250
XV.	Gums and Resins	3,984	3,172	68,716	54,469	31	11
XVI.	Hides and Skins	37,528	35,034	5,71,129	5,59,622	590	928
XVII.	Horns	604	589	9,192	9,112	35	53
XVIII.	Lac	18,295	17,994	2,94,851	2,40,497	1	2
XIX.	Leather	2,706	3,091	1,01,075	1,11,832	56	26
XX.	Liquors	7,717	7,443	1,33,643	1,98,310	824	1,410
XXI.	Mats	237	229	4,603	4,199	14	20
XXII.	Metals and Manufactures of	135,952	113,571	28,02,321	20,59,779	2,227	3,574
XXIII.	Oils	8,805	11,712	1,77,554	1,87,398	1,795	2,245
XXIV.	Opium	14,684	13,480	3,82,850	3,27,525	...	1
XXV.	Paints and Colors	2,825	3,054	43,434	43,739	127	63
XXVI.	Provisions	14,137	16,207	3,34,682	3,74,957	101	1,961
XXVII.	Salt	266,799	260,767	16,97,009	14,36,733	3,327	4,841
XXVIII.	Saltpetre, &c.	47,963	40,389	4,51,679	3,85,518	18	17
XXIX.	Seeds	394,414	460,428	35,47,055	37,18,781	3,171	21,892
XXX.	Silk	1,253	1,638	35,158	38,004	196	174
XXXI.	Spices	8,956	8,059	1,56,679	1,50,326	624	388
XXXII.	Stone and Marble	50,547	47,769	1,74,155	1,71,919	1,101	2,422
XXXIII.	Sugar	124,921	150,779	8,99,467	10,22,293	2,317	5,018
XXXIV.	Tea	1,681	1,770	56,180	45,140	3	4
XXXV.	Tobacco	20,129	26,234	2,93,986	3,47,649	137	224
XXXVI.	Wood	47,453	34,874	4,46,443	1,58,122	5,309	9,278
XXXVII.	Wool	2,339	2,422	76,519	84,001	60	115
XXXVIII.	All other articles of Merchandise	106,386	147,037	12,70,346	12,02,154	1,833	3,163
XXXIX.	Bark (Tanning)	Included with all other articles of Merchandise.				2,100	1,636
XL.	Coffee	Ditto	Provisions.			2	1
XLI.	Government Stores	12,343	9,741	5,87,547	4,26,912	58	99
XLII.	Manures	Included with all other articles of Merchandise.				122	135
XLIII.	Vegetables	17,041	18,121	1,36,351	1,24,497	186	606
XLIV.	Chunam and Lime	23,109	20,343	1,52,528	1,41,845	248	757
XLV.	Hay and Straw and Grass, &c.	Included with all other articles of Merchandise.				44	45
XLVI.	Railway Materials	...	...	...	...	115,311	157,735
XLVII.	Revenue Stores	...	...	...	...	...	...
	Total ...	3,271,011	3,603,654	3,11,44,962	3,09,85,529	174,943	302,299

receipts therefrom on the several Railways for 1886, as compared with the similar results for 1885.

RAILWAYS.										
MAHRATTA.		NORTH-WESTERN.				EASTERN BENGAL.				Classification Number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	
113	94	29,454	16,950	1,38,279	38,798	185	...	6,368	...	I.
...	...	236	152	2,849	1,800	...	...	...	...	II.
8	26	784	1,214	7,515	8,030	...	...	...	...	III.
47	83	10	3	146	29	...	...	...	...	IV.
6	110	55	34	2,413	1,182	...	...	...	...	V.
656	115	16,459	15,388	1,30,295	1,01,094	66,607	63,642	1,00,462	86,034	VI.
27,313	1,04,088	17,635	18,846	1,93,020	2,50,904	1,970	2,127	15,887	16,445	VII.
35,648	49,898	30,214	30,744	7,23,350	7,85,116	18,319	23,498	1,40,936	1,72,295	VIII.
673	1,573	5,335	5,150	94,923	90,513	...	...	...	...	IX.
2,796	6,655	7,886	9,028	1,49,852	1,87,437	...	...	...	...	X.
191	295	361	487	10,676	9,105	...	...	...	...	XI.
2,210	9,666	24,531	16,685	1,77,979	1,28,721	175,008	214,048	9,19,041	13,88,681	XII.
20,248	50,425	21,965	18,790	3,53,284	3,61,083	3,684	2,342	7,206	6,350	XIII.
74,265	2,01,775	1,031,634	522,524	77,62,864	44,75,461	51,553	96,414	1,34,146	2,56,361	XIV.
247	107	836	1,247	10,642	16,669	...	...	...	...	XV.
2,681	4,331	10,959	10,356	1,27,547	1,44,962	6,362	7,991	40,617	48,486	XVI.
301	488	100	244	1,182	2,861	...	...	...	...	XVII.
12	21	445	358	6,949	6,569	...	...	...	...	XVIII.
283	193	1,784	2,267	38,409	49,913	...	...	...	...	XIX.
4,036	7,174	12,182	12,224	1,79,831	1,69,043	...	...	...	...	XX.
63	114	946	590	7,795	5,531	...	...	...	...	XXI.
16,558	23,534	38,959	33,159	5,66,692	6,34,475	11,629	11,663	60,551	68,979	XXII.
13,695	15,641	6,853	10,761	1,27,514	1,77,768	3,132	4,804	15,553	22,897	XXIII.
8	43	6	8	30	298	...	...	...	...	XXIV.
1,272	895	558	543	14,922	10,601	...	...	...	...	XXV.
943	9,328	15,916	10,588	2,12,711	1,44,292	6,661	6,361	34,749	30,960	XXVI.
9,101	16,551	111,771	93,885	4,99,306	5,77,072	36,826	40,877	1,16,117	1,40,796	XXVII.
63	58	2,408	2,778	23,152	27,390	...	...	...	...	XXVIII.
10,040	89,916	147,251	72,641	10,91,901	7,68,464	24,768	22,139	84,704	64,000	XXIX.
2,685	2,297	307	227	7,922	6,852	...	...	...	...	XXX.
4,784	3,503	7,513	6,100	1,19,066	85,759	...	...	...	...	XXXI.
3,611	4,926	16,041	18,490	64,574	84,753	...	...	...	...	XXXII.
8,818	23,805	96,454	100,311	8,31,801	9,40,952	13,037	13,624	32,098	29,422	XXXIII.
51	49	3,086	2,493	73,836	72,362	9,334	11,912	68,817	96,631	XXXIV.
1,036	1,850	4,323	4,303	56,519	52,409	13,409	12,137	85,327	76,031	XXXV.
11,765	17,167	113,783	91,991	2,81,170	2,74,264	23,991	19,170	37,861	29,196	XXXVI.
551	1,190	16,621	13,485	3,06,152	3,88,788	...	...	...	...	XXXVII.
13,408	26,180	223,228	376,404	23,64,369	37,93,384	180,633	154,180	3,07,591	3,19,243	XXXVIII.
3,064	6,968	32	119	349	1,074	...	...	...	...	XXXIX.
19	13	19	27	616	789	...	...	...	...	XL.
1,159	2,472	47,652	14,090	10,60,479	2,40,738	...	...	...	...	XLI.
439	660	131	934	899	4,099	...	...	...	...	XLII.
856	2,685	3,736	5,724	35,241	51,504	...	...	...	...	XLIII.
909	690	35,981	30,736	85,517	1,61,978	...	...	...	...	XLIV.
79	65	...	...	...	...	4,373	5,299	9,678	8,261	XLV.
2,29,444	3,75,982	162,047	52,499	3,60,825	64,870	...	...	...	...	XLVI.
...	...	395,959	618,804	5,22,821	9,45,479	...	...	...	...	XLVII.
5,11,042	10,63,605	2,635,592	2,227,471	1,86,89,905	1,63,07,037	651,846	712,228	22,11,341	28,61,068	Total.

Statement showing the quantities of the principal articles of merchandise, &c., carried, and the receipts

Classification Number.	ARTICLES.	IMPERIAL					
		WARDHA COAL.				BENGAL	
		Quantity.		Receipts.		Quantity.	
		1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.
I.	Animals, living (for sale) ... ... No.	...	...	...	...	...	...
II.	Borax	...	...	...	...	...	...
III.	Canes and Rattans	...	71	...	108	...	...
IV.	Caoutchouc	...	...	...	...	...	...
V.	Chinese and Japanese ware	...	...	...	...	...	...
VI.	Coal and Coke	83,444	96,290	87,203	98,882	6,475	9,312
VII.	Cotton, Raw	1,022	2,231	3,435	7,093	27	53
VIII.	Cotton, Manufactured	908	941	3,897	3,997	1,468	1,591
IX.	Drugs and Medicines	37	122	172	574	...	...
X.	Dyeing material	182	145	530	427	...	...
XI.	Earthenware and Porcelain	...	...	...	2	...	...
XII.	Fibrous Products	355	265	1,137	797	1,174	3,770
XIII.	Fruits and Nuts	457	434	1,821	1,709	3,108	1,779
XIV.	Grain and Pulses	3,586	4,183	4,205	7,428	2,465	4,651
XV.	Gums and Resins	77	32	286	109	...	...
XVI.	Hides and Skins	140	165	549	612	481	462
XVII.	Horns	16	18	61	74	...	...
XVIII.	Lac	2	1	6	2	...	...
XIX.	Leather	3	4	11	14	...	...
XX.	Liquor	14	27	59	109	...	...
XXI.	Mats	147	220	487	743	...	...
XXII.	Metals and Manufactures of	1,070	2,129	2,038	3,247	698	714
XXIII.	Oils	229	253	606	679	626	1,035
XXIV.	Opium	2	1	16	7	...	...
XXV.	Paints and Colors	13	20	37	53	...	...
XXVI.	Provisions	27	60	76	229	1,184	1,213
XXVII.	Salt	4,667	4,701	11,371	11,300	1,432	1,923
XXVIII.	Saltpetre, &c.	1	1	3	4	...	...
XXIX.	Seeds	15,158	9,275	19,129	12,843	2,383	4,375
XXX.	Silk	...	...	...	1	...	...
XXXI.	Spices	79	64	336	247	...	...
XXXII.	Stone and Marble	19	1	63	6	...	...
XXXIII.	Sugar	197	180	625	598	5,726	7,223
XXXIV.	Tea	...	...	...	1	...	...
XXXV.	Tobacco	41	52	177	226	358	609
XXXVI.	Wood	278	1,009	716	3,001	298	330
XXXVII.	Wool	6	8	31	35	...	...
XXXVIII.	All other articles of Merchandise	819	992	2,625	3,147	9,975	12,875
XXXIX.	Bark (Tanning)	...	...	...	...	...	...
XL.	Coffee	...	...	...	...	...	...
XLI.	Government Stores	1,691	3,134	2,152	4,653	...	...
XLII.	Manures	...	...	...	...	...	...
XLIII.	Vegetables	...	...	...	...	...	...
XLIV.	Chunam and Lime	...	...	...	...	...	...
XLV.	Hay and Straw and Grass, &c.	...	...	...	...	...	...
XLVI.	Railway Materials	...	...	...	...	...	...
XLVII.	Revenue Stores	...	...	...	...	...	...
	Total ...	114,687	127,029	1,43,860	1,62,907	37,378	51,920

therefrom on the several Railways for 1886, as compared with the similar results for 1885—contd.

STATE RAILWAYS—contd.

CENTRAL.		BILASPUR-ETAWA.				TOTAL.				Classification Number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	
...	...	...	...	...	...	67,344	51,865	2,16,714	1,07,811	I.
...	...	...	...	...	...	1,285	1,320	24,936	27,171	II.
...	...	...	...	...	...	1,896	2,968	17,930	21,772	III.
...	...	...	...	...	...	22	28	290	347	IV.
...	...	...	...	...	...	76	72	3,456	2,629	V.
8,953	11,006	...	2,328	...	4,147	1,172,693	1,225,211	56,82,352	58,90,386	VI.
89	119	...	1	...	4	59,719	93,153	12,63,964	18,16,073	VII.
3,508	4,009	...	1	...	2	133,080	145,378	33,40,526	35,38,511	VIII.
...	...	...	...	...	1	9,953	10,073	2,34,992	2,25,432	IX.
...	...	...	15	...	25	27,472	31,819	6,06,986	7,14,478	X.
....	...	...	...	...	...	744	887	26,558	25,843	XI.
3,274	11,729	...	2	...	7	243,466	291,137	18,00,613	22,80,987	XII.
9,219	4,940	...	2	...	7	45,611	41,859	7,80,111	8,10,886	XIII.
3,795	7,529	...	68	...	114	1,808,415	1,556,977	1,36,29,239	1,09,21,698	XIV.
...	...	...	...	...	...	4,928	4,462	79,891	71,354	XV.
1,006	1,031	...	1	...	4	56,060	54,937	7,43,529	7,59,048	XVI.
...	...	...	...	...	...	755	904	10,736	12,535	XVII.
...	...	...	...	..	1	18,743	18,355	3,01,818	2,47,090	XVIII.
...	...	...	...	...	1	4,549	5,388	1,39,778	1,61,953	XIX.
...	...	...	...	...	...	20,737	21,104	3,67,569	3,74,636	XX.
...	...	...	...	...	...	1,344	1,059	12,948	10,587	XXI.
1,712	1,539	...	33	...	75	1,90,535	1,64,843	34,49,872	27,91,678	XXII.
1,213	1,784	...	1	...	5	21,410	30,811	3,36,135	4,06,172	XXIII.
...	...	...	...	...	...	14,692	13,490	3,82,904	3,27,873	XXIV.
...	...	...	...	..	...	3,523	3,680	59,665	55,288	XXV.
2,761	3,022	...	6	...	13	38,026	35,496	5,85,922	5,62,801	XXVI.
1,966	2,630	...	17	...	28	424,822	407,011	23,34,870	21,85,110	XXVII.
...	...	...	...	...	...	50,390	43,685	4,74,897	4,12,970	XXVIII.
3,334	5,612	...	47	...	75	587,145	590,797	47,56,163	46,59,691	XXIX.
...	...	...	...	...	...	1,756	2,039	45,765	47,154	XXX.
...	...	...	...	...	2	17,172	14,611	2,80,865	2,39,837	XXXI.
...	...	...	84	...	210	68,308	68,766	2,42,403	2,61,814	XXXII.
11,491	17,811	...	6	...	11	242,652	277,146	17,84,300	20,34,992	XXXIII.
1	1	...	...	...	...	14,104	16,179	1,93,885	2,14,184	XXXIV.
621	945	...	2	...	8	38,397	43,561	4,37,666	4,79,118	XXXV.
1,004	734	...	27	...	73	191,112	156,679	7,78,959	4,82,555	XXXVI.
...	...	...	...	...	...	19,026	16,030	3,83,353	4,74,014	XXXVII.
15,545	17,464	...	29	...	83	523,124	694,770	39,73,884	53,61,655	XXXVIII.
...	...	...	...	...	...	2,132	1,755	8,413	8,042	XXXIX.
...	...	...	...	...	...	21	28	635	802	XL.
...	...	...	8,178	...	3,541	62,244	35,242	16,51,337	6,78,316	XLI.
...	...	...	...	...	...	253	1,069	1,338	5,359	XLII.
...	...	...	...	...	...	20,963	24,451	1,72,448	1,78,636	XLIII.
...	...	...	...	...	...	59,338	51,836	2,33,954	3,04,513	XLIV.
...	...	...	...	...	...	4,917	5,344	9,757	8,326	XLV.
...	...	...	...	...	...	277,358	210,234	5,90,269	4,40,852	XLVI.
...	...	...	...	...	...	395,959	618,804	5,22,821	9,45,479	XLVII.
69,492	91,955	...	10,848	...	8,437	6,885,957	7,035,448	5,27,70,602	5,14,80,537	Total.

Statement showing the quantities of the principal articles of merchandise, &c., carried, and the receipts

Classification Number.	ARTICLES.	PROVINCIAL STATE					
		CAWNPORE-ACHNERA.				BAREILLY-	
		Quantity.		Receipts.		Quantity.	
		1885. Tons.	1886.* Tons.	1885. Rs.	1886.* Rs.	1885. Tons.	1886. Tons.
I.	Animals, living (for sale) ... ... No.	78	24	37	11	...	...
II.	Borax	50	28	181	95	351	432
III.	Canes and Rattans	1	12	2	24	5	2
IV.	Caoutchouc	42	22	73	56	...	26
V.	Chinese and Japanese ware	...	...	...	...	1	1
VI.	Coal and Coke	3,687	1,510	8,570	3,553	...	...
VII.	Cotton, Raw	3,898	4,602	13,470	11,356	36	41
VIII.	Cotton, Manufactured	3,265	1,666	18,232	8,954	54	62
IX.	Drugs and Medicines	110	74	368	767	12	87
X.	Dyeing Material	2,470	1,261	8,141	5,069	111	78
XI.	Earthenware and Porcelain	44	...	232	...	...	1
XII.	Fibrous Products	1,120	842	3,017	2,624	159	281
XIII.	Fruits and Nuts	415	299	2,487	1,270	36	26
XIV.	Grain and Pulses	26,921	23,103	37,709	46,283	11,021	12,668
XV.	Gums and Resins	439	238	858	476	2	3
XVI.	Hides and Skins	868	415	4,835	2,448	112	140
XVII.	Horns	49	30	244	135	36	51
XVIII.	Lac	108	53	372	219	5	10
XIX.	Leather	59	29	272	154	7	13
XX.	Liquors	1,216	174	3,244	643	3	1
XXI.	Mats	14	2	35	10	...	1
XXII.	Metals and Manufactures of	5,321	4,527	25,618	21,130	49	72
XXIII.	Oils	469	423	1,520	1,028	35	50
XXIV.	Opium	390	249	5,886	3,550	...	...
XXV.	Paints and Colors	13	8	73	33	...	1
XXVI.	Provisions	1,385	752	4,647	2,652	1	5
XXVII.	Salt	30,592	14,719	44,344	26,907	2,236	2,123
XXVIII.	Saltpetre, &c.	5,479	3,765	12,596	8,272	...	2
XXIX.	Seeds	12,299	8,259	21,682	21,232	1,273	1,703
XXX.	Silk	...	...	3	3	...	...
XXXI.	Spices	914	423	2,719	1,795	89	410
XXXII.	Stone and Marble	4,815	3,994	4,518	3,913	72	106
XXXIII.	Sugar	7,234	11,416	10,231	17,534	1,036	2,171
XXXIV.	Tea	6	7	30	40	11	15
XXXV.	Tobacco	807	1,384	4,510	1,957	18	38
XXXVI.	Wood	9,229	553	15,540	455	1,809	3,075
XXXVII.	Wool	95	33	357	96	13	13
XXXVIII.	All other articles of Merchandise	8,813	11,867	19,220	31,842	10,049	16,971
XXXIX.	Bark (Tanning)	...	...	...	...	...	4
XL.	Coffee	...	...	...	...	...	...
XLI.	Government Stores	770	471	5,864	6,169	...	8
XLII.	Manures	...	...	...	...	...	...
XLIII.	Vegetables	3,753	...	9,634	...	31	10
XLIV.	Chunam and Lime	307	260	552	447	23	3
XLV.	Hay and Straw and Grass, &c.	...	...	...	...	...	1
XLVI.	Railway Materials	14,219	5,190	37,456	432	...	...
XLVII.	Revenue Stores	5,275	5,750	9,858	9,233	...	...
	Total	157,011	108,410	339,200	2,42,356	28,696	40,705

* Includes figures for the 1st half of 1886 only.

therefrom on the several Railways for 1886, as compared with the similar results for 1885—contd.

RAILWAYS.										
PILIBHEET.		LUCKNOW-SITAPUR-SIHRAMAU.				NALHÁTI.				Classification Number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	
...	...	...	...	...	...	...	...	...	...	I.
750	938	...	...	...	...	...	...	...	...	II.
13	7	...	...	...	...	...	...	...	...	III.
...	56	...	...	...	...	...	...	...	...	IV.
3	7	...	...	...	...	...	...	...	...	V.
...	...	...	...	...	...	3,755	6,205	6,378	10,427	VI.
136	144	...	...	...	...	135	151	523	578	VII.
157	166	..	49	...	207	733	632	2,989	2,550	VIII.
31	262	...	1	...	9	9	5	74	44	IX.
242	174	...	3	...	13	15	40	42	103	X.
...	2	...	...	...	...	...	...	...	...	XI.
456	855	...	66	...	148	183	209	490	596	XII.
125	81	...	10	...	38	30	37	100	104	XIII.
17,403	21,031	...	3,179	...	4,563	3,316	3,449	5,494	3,839	XIV.
6	9	...	...	...	...	...	...	...	...	XV.
228	275	....	18	...	35	72	72	219	208	XVI.
99	140	...	...	...	...	...	...	...	...	XVII.
11	19	...	...	...	...	5	7	24	22	XVIII.
21	35	...	...	...	...	15	26	93	166	XIX.
5	9	...	4	...	19	47	30	316	204	XX.
...	4	...	...	...	...	...	...	...	...	XXI.
156	223	...	331	...	1,106	290	233	922	700	XXII.
98	134	...	2	...	7	18	24	108	116	XXIII.
1	1	...	...	...	...	...	...	...	...	XXIV.
...	4	...	1	...	3	12	...	59	...	XXV.
2	14	...	4	...	14	11	45	43	173	XXVI.
3,330	3,600	...	152	...	251	203	308	203	326	XXVII.
...	5	...	1	...	1	4	1	13	1	XXVIII.
2,164	2,680	...	98	...	151	282	791	469	1,172	XXIX.
1	...	...	...	...	...	416	576	2,074	2,587	XXX.
272	1,211	...	...	...	...	48	146	180	371	XXXI.
125	223	...	18	...	41	...	88	...	116	XXXII.
2,106	4,464	...	32	...	55	197	244	458	520	XXXIII.
27	33	...	...	...	...	1	1	4	2	XXXIV.
44	109	...	1	...	3	31	58	89	123	XXXV.
3,383	4,770	...	534	...	731	63	23	124	53	XXXVI.
41	41	...	1	...	2	2	3	13	22	XXXVII.
13,281	17,030	...	96	...	274	1,303	1,293	3,241	3,266	XXXVIII.
...	11	...	...	...	...	...	...	...	...	XXXIX.
...	...	...	...	...	...	...	...	...	...	XL.
...	10	...	19	...	83	...	1	...	4	XLI.
...	...	...	...	...	...	...	...	...	...	XLII.
47	21	..	4	...	12	246	164	569	375	XLIII.
27	6	...	12	...	24	95	84	176	113	XLIV.
...	1	...	...	...	...	...	...	...	...	XLV.
...	...	...	...	...	...	...	...	...	...	XLVI.
...	...	...	...	...	...	...	...	...	...	XLVII.
45,291	58,805	...	4,646	...	7,790	11,537	14,946	25,487	28,881	Total.

Statement showing the quantities of the principal articles of merchandise, &c., carried, and the receipts

Classification Number.	ARTICLES.	PROVINCIAL					
		TIRHOOT.				NORTHERN	
		Quantity.		Receipts.		Quantity.	
		1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.
I.	Animals, living (for sale) No.	...	...	...	...	...	...
II.	Borax	...	...	...	...	...	...
III.	Canes and Rattans	...	...	...	...	...	...
IV.	Caoutchouc	...	...	...	...	...	...
V.	Chinese and Japanese ware	...	...	...	...	...	...
VI.	Coal and Coke	12,123	16,271	27,862	32,335	...	...
VII.	Cotton, Raw	390	499	2,650	3,497	...	...
VIII.	Cotton, Manufactured	7,612	9,160	43,075	57,786	6,082	7,370
IX.	Drugs and Medicines	52	94	487	740	...	...
X.	Dyeing Material	1,940	2,782	15,917	18,283	...	...
XI.	Earthenware and Porcelain	...	...	...	...	...	...
XII.	Fibrous Products	1,816	2,633	6,170	9,206	49,334	67,602
XIII.	Fruits and Nuts	120	252	742	1,125	...	...
XIV.	Grain and Pulses	51,620	65,686	1,16,396	1,53,639	37,947	93,319
XV.	Gums and Resins	...	...	...	...	...	...
XVI.	Hides and Skins	3,610	3,766	11,514	12,704	...	...
XVII.	Horns	10	34	50	104	...	...
XVIII.	Lac	421	510	1,146	1,413	...	...
XIX.	Leather	58	86	359	542	...	...
XX.	Liquors	257	245	1,786	1,600	...	...
XXI.	Mats	...	...	...	...	...	...
XXII.	Metals and Manufactures of	4,604	3,018	21,169	15,696	2,855	4,006
XXIII.	Oils	622	931	2,149	3,285	1,136	1,774
XXIV.	Opium	...	...	...	...	...	...
XXV.	Paints and Colors	488	...	2,669	...	...	...
XXVI.	Provisions	1,190	424	5,079	1,873	...	...
XXVII.	Salt	23,633	29,147	53,034	57,804	22,861	22,043
XXVIII.	Saltpetre, &c.	9,079	7,471	24,510	19,719	...	...
XXIX.	Seeds	28,408	47,218	67,002	99,240	4,348	2,374
XXX.	Silk	...	...	...	...	...	...
XXXI.	Spices	1,460	2,406	6,269	10,356	...	...
XXXII.	Stone and Marble	...	...	...	...	...	...
XXXIII.	Sugar	1,521	1,549	6,028	4,244	1,056	1,452
XXXIV.	Tea	10	38	61	224	7,560	9,234
XXXV.	Tobacco	6,701	10,295	21,079	34,354	14,404	12,870
XXXVI.	Wood	6,974	3,726	16,766	7,368	...	...
XXXVII.	Wool	63	87	458	760	...	...
XXXVIII.	All other articles of Merchandise	25,029	28,393	91,085	82,510	57,998	88,024
XXXIX.	Bark (Tanning)	...	...	...	...	...	...
XL.	Coffee	...	...	...	...	...	...
XLI.	Government Stores	38	19	333	172	...	...
XLII.	Manures	...	...	...	...	...	...
XLIII.	Vegetables	744	2,212	3,200	9,380	...	...
XLIV.	Chunam and Lime	3,921	2,686	9,105	4,636	...	...
XLV.	Hay and Straw and Grass, &c.	...	...	...	...	...	...
XLVI.	Railway Materials	...	...	...	...	...	...
XLVII.	Revenue Stores	...	...	...	...	...	...
	Total	194,523	241,638	5,63,151	6,44,603	2,05,581	315,068

therefrom on the several Railways for 1885, as compared with the similar results for 1885—contd.

STATE RAILWAYS—contd.

Bengal.		Kaunia-Dharlla.				Dacca.				Classification Number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	
...	...	...	...	...	...	...	...	...	...	I.
...	...	...	...	...	...	...	...	...	...	II.
...	...	...	...	...	...	...	...	...	...	III.
...	...	...	...	...	...	...	...	...	...	IV.
...	...	...	...	...	...	...	...	...	...	V.
...	...	...	...	...	...	...	46	...	35	VI.
...	...	...	...	...	...	...	6	...	4	VII.
67,263	73,206	710	1,130	2,853	3,034	33	62	2,73	4,89	VIII.
...	...	...	...	...	...	2	6	15	3	IX.
...	...	...	...	...	...	...	...	...	...	X.
...	...	...	...	...	...	...	...	...	...	XI.
3,83,835	5,03,97	1,204	1,77	910	1,24	2,21	4,45	6,782	14,92	XII.
...	...	107	6	237	10	10	1	7	12	XIII.
1,13,643	2,70,709	14	49	501	57	20	38	710	1,33	XIV.
...	...	...	...	...	...	...	...	...	...	XV.
...	...	...	...	...	...	14	7	9	50	XVI.
...	...	...	...	...	...	...	...	...	...	XVII.
...	...	...	...	...	...	...	...	...	...	XVIII.
...	...	...	...	...	...	7	3	50	23	XIX.
...	...	...	...	...	...	5	3	45	30	XX.
...	...	...	...	...	...	...	...	...	...	XXI.
27,469	37,820	111	24	627	734	7	19	407	904	XXII.
8,853	13,09	14	2	56	7	1	4	63	21	XXIII.
...	...	...	...	...	...	...	...	...	...	XXIV.
...	...	...	...	...	...	...	...	...	...	XXV.
...	...	...	...	...	...	17	26	90	1,28	XXVI.
53,447	69,83	274	27	146	130	1	2	11	11	XXVII.
...	...	...	...	...	...	...	...	...	...	XXVIII.
12,596	6,80	63	31	261	47	...	...	...	...	XXIX.
...	...	...	...	...	...	...	4	...	2	XXX.
...	...	...	...	...	...	1	4	12	32	XXXI.
...	...	...	...	...	...	...	...	...	...	XXXII.
3,11	4,83	5	21	197	34	1	3	67	23	XXXIII.
1,71,805	2,07,09	...	1	2	4	...	1	...	1	XXXIV.
1,15,529	1,01,052	14	7	16	91	...	1	1	5	XXXV.
...	...	...	...	...	...	...	19	...	53	XXXVI.
...	...	...	...	...	...	2	...	17	...	XXXVII.
2,82,383	3,42,20	1,42	2,23	5,90	5,207	87,33	33,52	33,73	42,791	XXXVIII.
...	...	...	...	...	...	...	...	...	...	XXXIX.
...	...	...	...	...	...	...	...	...	...	XL.
...	...	...	...	...	...	...	...	...	...	XLI.
...	...	...	...	...	...	...	...	...	...	XLII.
...	...	...	...	...	...	...	...	...	...	XLIII.
...	...	...	...	...	...	...	...	...	...	XLIV.
...	...	...	...	...	...	...	...	...	...	XLV.
...	...	...	...	...	...	...	...	...	...	XLVI.
...	...	...	...	...	...	...	...	...	...	XLVII.
12,45,343	16,36,665	4,285	6,944	11,85	12,214	90,374	40,43	45,39	69,28	Total.

Statement showing the quantities of the principal articles of merchandise, &c., carried, and the receipts

Classification Number.	ARTICLES.	PROVINCIAL					
		NÁGPUR-CHHATTISGARH.				Bur	
		Quantity.		Receipts.		Quantity.	
		1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.
I.	Animals, living (for sale) ... ... No.	...	...	...	..	7,520	15,250
II.	Borax	2	...	10	3	...	...
III.	Canes and Rattans	1	3,099	7	11,857	55	362
IV.	Caoutchouc	...	...	...	...	...	...
V.	Chinese and Japanese ware	...	...	...	...	1	19
VI.	Coal and Coke	6,882	7,008	15,212	14,009	1,884	6,972
VII.	Cotton, Raw	220	569	2,375	3,565	17	22
VIII.	Cotton, Manufactured	3,403	3,792	26,962	31,425	1,631	2,706
IX.	Drugs and Medicines	222	341	2,112	3,094	273	337
X.	Dyeing Material	3,152	4,032	17,196	22,465	8,534	10,108
XI.	Earthenware and Porcelain	1	2	9	10	431	423
XII.	Fibrous Products	2,521	2,145	16,826	15,472	1,892	2,959
XIII.	Fruits and Nuts	1,232	936	7,624	5,754	3,751	4,903
XIV.	Grain and Pulses	139,806	147,225	6,38,401	7,62,703	109,381	179,531
XV.	Gums and Resins	393	93	3,076	793	5	50
XVI.	Hides and Skins	1,575	906	9,979	5,190	233	1,036
XVII.	Horns	147	127	923	822	15	30
XVIII.	Lac	231	268	2,124	2,169	25	164
XIX.	Leather	207	68	495	226	107	59
XX.	Liquors	152	558	919	1,416	386	1,029
XXI.	Mats	25	93	114	369	64	86
XXII.	Metals and Manufactures of	3,181	1,363	16,065	7,915	1,470	1,087
XXIII.	Oils	454	896	2,662	5,120	2,381	3,154
XXIV.	Opium	5	13	150	454	7	7
XXV.	Paints and Colors	39	28	302	168	22	20
XXVI.	Provisions	288	272	1,362	1,384	3,927	6,185
XXVII.	Salt	15,636	16,576	76,101	81,463	2,475	4,652
XXVIII.	Saltpetre, &c.	4	2	30	9	...	...
XXIX.	Seeds	39,879	24,016	2,44,798	1,48,302	2,409	1,946
XXX.	Silk	4	8	51	64	50	58
XXXI.	Spices	312	204	1,656	1,218	46	21
XXXII.	Stone and Marble	24	45	231	347	736	2,612
XXXIII.	Sugar	689	747	4,416	5,124	2,069	2,566
XXXIV.	Tea	21	4	56	32	66	235
XXXV.	Tobacco	272	286	1,019	1,334	1,020	1,567
XXXVI.	Wood	3,092	3,019	17,897	14,307	15,044	24,867
XXXVII.	Wool	32	28	284	232	38	30
XXXVIII.	All other articles of Merchandise	7,029	3,616	33,750	17,175	3,767	5,643
XXXIX.	Bark (Tanning)	...	...	...	...	129	108
XL.	Coffee	...	...	...	...	10	14
XLI.	Government Stores	52,270	17,951	27,253	14,640	1,649	3,866
XLII.	Manures	...	...	...	...	114	73
XLIII.	Vegetables	...	...	...	...	3,105	3,728
XLIV.	Chunam and Lime	...	...	...	...	560	514
XLV.	Hay and Straw and Grass, &c.	...	...	...	...	22	41
XLVI.	Railway Materials	...	...	...	...	64,802	36,870
XLVII.	Revenue Stores	...	...	...	...	...	...
	Total ...	283,463	240,393	11,72,506	11,80,680	234,658	310,660

therefrom on the several Railways for 1886, as compared with the similar results for 1885—contd.

STATE RAILWAYS—concld.

MA.		JORHÁT.				TOTAL.				Classification Number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	
17,680	35,365	...	...	...	...	7,598	15,274	17,717	35,376	I.
1	...	...	...	...	...	403	460	942	1,036	II.
624	1,339	...	...	...	...	62	3,475	646	13,227	III.
...	...	...	...	...	...	42	48	73	112	IV.
16	225	...	...	...	...	2	20	19	232	V.
4,046	22,658	39	355	125	595	28,270	38,784	62,193	83,927	VI.
171	228	...	...	...	...	4,696	5,890	19,325	19,416	VII.
12,556	21,106	...	...	...	...	23,884	27,187	1,81,829	2,08,220	VIII.
2,507	2,932	...	...	...	...	630	945	5,596	7,885	IX.
37,926	44,718	...	...	...	...	16,222	18,304	79,474	90,825	X.
3,994	4,100	...	...	...	...	476	426	4,235	4,115	XI.
12,139	19,048	...	...	...	...	60,444	82,972	4,30,625	5,68,197	XII.
27,411	38,073	...	...	...	...	5,710	6,598	38,798	46,673	XIII.
3,97,196	6,22,485	518	283	2,416	1,471	380,880	534,275	13,29,874	18,88,627	XIV.
40	331	...	...	...	...	894	384	3,980	1,609	XV.
2,295	5,921	...	...	...	...	6,489	6,426	29,165	27,287	XVI.
170	362	...	...	...	...	257	272	1,486	1,563	XVII.
239	1,603	...	...	...	...	845	1,012	3,916	5,445	XVIII.
461	568	...	...	...	...	525	313	2,210	1,928	XIX.
5,022	13,597	...	...	...	...	2,118	2,074	11,742	17,790	XX.
517	963	...	...	...	...	103	182	666	1,346	XXI.
9,827	9,453	154	196	913	1,496	18,107	15,426	1,03,169	97,267	XXII.
20,718	28,639	...	...	...	...	5,138	7,330	36,227	52,610	XXIII.
69	90	...	...	...	...	402	269	6,106	4,095	XXIV.
191	241	...	...	...	...	574	58	3,294	449	XXV.
27,845	44,773	1,242	1,120	5,062	5,281	8,061	9,030	44,130	57,445	XXVI.
9,900	19,844	...	...	...	...	97,913	90,014	2,46,016	2,60,294	XXVII.
...	...	...	...	...	...	14,566	11,242	37,149	28,007	XXVIII.
11,127	8,876	...	...	...	...	88,987	86,721	3,60,099	2,88,991	XXIX.
564	654	...	...	...	...	470	646	2,693	3,337	XXX.
409	255	...	...	...	...	2,881	3,658	11,626	15,532	XXXI.
1,197	4,005	116	...	386	...	5,763	6,863	6,507	8,645	XXXII.
11,392	16,534	...	...	...	...	13,969	20,431	38,406	53,973	XXXIII.
601	2,984	2,332	2,039	15,698	14,874	10,007	11,625	1,88,284	2,25,299	XXXIV.
7,769	14,110	...	...	...	...	23,401	26,569	1,50,203	1,53,188	XXXV.
33,725	66,078	...	...	...	...	35,211	35,992	87,435	94,301	XXXVI.
376	325	...	...	...	...	245	195	1,546	1,478	XXXVII.
22,386	32,336	1,091	1,529	5,805	9,433	203,840	193,187	5,11,304	5,84,133	XXXVIII.
583	873	...	...	...	...	129	112	583	889	XXXIX.
101	160	...	...	...	...	10	14	101	160	XL.
16,264	40,778	47	727	118	1,453	54,774	23,062	49,832	63,309	XLI.
449	380	...	...	...	...	114	73	449	380	XLII.
21,437	26,526	...	...	...	...	7,879	6,118	34,887	36,320	XLIII.
1,911	3,096	115	243	380	1,004	5,021	3,802	12,151	9,326	XLIV.
23	34	...	...	...	...	22	42	23	35	XLV.
1,09,421	49,958	...	...	...	...	79,021	42,060	1,46,877	50,390	XLVI.
...	...	...	...	...	...	5,275	5,750	9,858	9,233	XLVII.
8,15,631	11,71,264	5,654	6,544	30,903	35,607	1,215,782	1,330,386	42,95,754	50,88,653	Total.

Statement showing the quantities of the principal articles of merchandise, &c., carried, and the receipts

Classification Number.	ARTICLES.	MADRAS.				SOUTH INDIAN.				GUARANTEED GREAT INDIAN	
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.	
		1835. Tons.	1836. Tons.	1835. Rs.	1836. Rs.	1835. Tons.	1836. Tons.	1835. Rs.	1836. Rs.	1835. Tons.	1836. Tons.
I.	Animals, living (for sale) No.	...	...	...	...	3,709	3,931	4,425	4,663	...	...
II.	Borax	...	...	...	...	...	...	...	...	...	...
III.	Canes and Rattans	...	...	...	...	...	...	...	...	...	...
IV.	Caoutchouc	...	...	...	...	...	...	...	...	...	...
V.	Chinese and Japanese ware ...	...	...	...	...	...	...	...	...	...	...
VI.	Coal and Coke	2,479	3,637	10,94	18,128	...	...	...	...	51,625	60,112
VII.	Cotton, Raw	21,934	34,59	3,01,511	4,62,768	8,404	13,192	43,758	63,894	73,672	142,470
VIII.	Cotton, Manufactured ...	...	...	...	...	11,819	13,220	1,62,735	1,80,454	41,144	41,220
IX.	Drugs and Medicines ...	1,449	1,246	22,217	20,348	...	...	...	...	435	449
X.	Dyeing Material ...	22,033	20,880	2,06,59	2,03,156	6,47	6,415	35,290	31,99	9,871	9,228
XI.	Earthenware and Porcelain ...	...	...	...	...	11	493	22	74	...	...
XII.	Fibrous Products	5,540	5,933	42,13	47,530	...	...	...	...	19,033	20,370
XIII.	Fruits and Nuts	...	...	...	...	19,06	21,012	1,05,85	1,09,73	60,459	66,360
XIV.	Grain and Pulses	193,097	180,766	7,60,50	7,42,809	124,73	127,603	3,77,40	3,36,87	662,222	733,720
XV.	Gums and Resins	...	...	...	...	...	...	...	...	11,606	10,834
XVI.	Hides and Skins	18,423	21,15	2,27,18	2,88,628	5,44	6,027	43,19	53,18	16,091	16,004
XVII.	Horns	185	150	1,650	2,390	...	...	...	...	...	...
XVIII.	Lac	104	100	924	839	...	...	...	...	...	...
XIX.	Leather	305	479	2,736	4,192	...	...	...	...	...	...
XX.	Liquors	5,631	7,531	56,792	91,121	2,153	2,633	15,94	14,16	3,727	6,630
XXI.	Mats	...	...	...	...	434	559	5,71	6,157	...	...
XXII.	Metals and Manufactures of ...	13,429	13,16	1,74,933	1,34,665	9,054	9,025	64,20	64,32	84,736	137,090
XXIII.	Oils	10,605	9,529	64,649	57,441	8,324	11,691	41,86	55,53	22,529	25,113
XXIV.	Opium	2	4	1 5	18	...	...	...	...	1,299	734
XXV.	Paints and Colors	...	...	...	...	...	...	...	...	...	...
XXVI.	Provisions	60,763	64,43	4,29,89	4,38,693	19,793	18,34	1,10,30	104,74	5,854	6,070
XXVII.	Salt	67,066	67,321	4,64,014	4,40,134	50,401	62,393	1,30,94	1,67,89	113,103	118,205
XXVIII.	Saltpetre, &c.	311	312	3,077	3,312	...	...	...	...	...	...
XXIX.	Seeds	...	...	...	...	59,393	87,189	1,59,69	1,95,527	344,683	235,643
XXX.	Silk	121	123	2,208	2,083	...	...	...	...	266	253
XXXI.	Spices	2,50	2,650	17,413	19,916	851	814	5,82	5,65	4,649	4,464
XXXII.	Stone and Marble	...	...	...	...	153,452	262,647	1,59,52	3,16,02	7,129	5,969
XXXIII.	Sugar	24,743	34,490	1,14,13	1,88,647	33,350	41,660	1,05,73	1,47,969	42,632	41,591
XXXIV.	Tea	295	230	7,833	7,031	17	11	12	10	134	90
XXXV.	Tobacco	9,940	9,780	59,149	57,192	3,462	3,970	22,93	24,922	5,232	5,955
XXXVI.	Wood	55,344	58,10	2,29,345	2,31,543	22,303	22,67	48,24	49,342	79,184	91,408
XXXVII.	Wool	633	623	7,573	8,136	...	...	...	...	756	842
XXXVIII.	All other articles of Merchandise	111,312	107,358	7,39,599	6,41,732	39,924	47,552	1,81,37	2,06,444	84,973	73,609
XXXIX.	Bark (Tanning)	...	...	...	...	...	...	...	...	...	...
XL.	Coffee	6,957	8,707	59,662	63,950	...	...	...	...	113	84
XLI.	Government Stores	2,844	2,10	71,060	61,217	...	...	...	...	9,291	5,655
XLII.	Manures	3,697	5,009	11,659	15,975	...	...	...	...	...	...
XLIII.	Vegetables	...	...	...	...	...	...	...	...	19,999	24,188
XLIV.	Chunam and Lime	...	...	...	...	...	...	...	...	1,217	3,216
XLV.	Hay and Straw and Grass, &c. ...	...	...	...	...	...	...	...	...	8,685	2,091
XLVI.	Railway Materials	...	...	...	...	...	...	...	...	...	...
XLVII.	Revenue Stores	...	...	...	...	...	...	...	...	...	...
	Total ...	649,466	680,296	41,20,156	42,58,649	584,467	759,129	18,23,932	21,40,727	17,91,454	19,89,816

therefrom on the several Railways for 1886, as compared with the similar results for 1885—contd.

RAILWAYS.

Peninsula.		Bombay, Baroda and Central India.*				Oudh and Rohilkhand.				Total.				Classification Number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	
...	...	11,982	12,697	2,46,754	2,60,003	144	607	618	187	15,835	17,235	2,51,797	2,64,855	I.
...	...	...	...	...	...	1,002	1,047	12,570	13,288	1,002	1,047	12,570	13,288	II.
...	...	...	...	...	...	23	67	152	173	23	67	152	173	III.
...	...	...	...	...	...	...	4	...	11	...	4	...	11	IV.
...	...	...	...	...	...	6	13	83	152	6	13	83	152	V.
1,51,043	2,14,385	42,243	38,888	2,56,472	1,90,957	6,287	6,478	11,683	12,086	102,634	109,115	4,30,140	4,35,536	VI.
23,45,434	43,08,007	96,790	125,424	18,73,382	26,43,077	7,959	9,910	80,370	94,475	213,809	325,593	46,44,455	75,72,221	VII.
14,40,331	14,15,592	38,007	37,151	12,46,233	11,72,359	10,673	12,679	99,893	1,19,908	101,643	101,270	29,49,192	28,88,313	VIII.
19,539	21,049	662	1,698	15,980	46,157	1,332	1,688	9,276	11,805	3,878	5,081	66,912	99,359	IX.
1,65,230	1,59,483	5,272	9,857	1,24,237	2,45,118	3,004	3,256	24,028	28,483	46,658	49,636	5,55,390	6,68,238	X.
...	...	...	...	...	...	89	93	727	1,066	208	586	950	1,809	XI.
3,40,795	3,36,020	16,580	18,253	1,77,755	2,10,194	11,184	12,230	51,759	57,929	52,342	56,789	6,12,444	6,51,683	XII.
11,19,491	12,22,442	49,280	59,415	4,97,226	5,81,497	2,495	2,794	23,352	26,775	131,243	149,587	17,45,919	19,40,499	XIII.
90,97,971	1,00,75,342	397,645	429,038	48,62,064	48,25,450	297,940	309,699	9,16,938	9,38,365	1,630,639	1,830,766	1,60,14,881	1,69,18,842	XIV.
2,72,830	2,18,614	...	...	...	...	142	309	934	1,708	11,748	11,193	2,73,764	2,20,322	XV.
3,67,814	3,65,696	7,165	7,968	1,41,329	1,37,277	6,421	6,300	30,303	29,149	53,482	57,451	8,44,773	8,78,931	XVI.
...	...	...	...	...	...	403	396	1,959	2,241	588	546	3,609	4,631	XVII.
...	...	...	...	...	...	207	171	681	652	311	271	1,605	1,491	XVIII.
...	...	653	993	10,339	16,080	412	608	3,160	4,742	1,370	2,020	16,285	25,014	XIX.
88,076	1,36,267	4,417	4,750	86,737	73,855	3,203	2,842	23,725	19,523	19,131	24,442	2,71,277	3,34,923	XX.
...	...	...	...	...	...	165	110	1,292	620	649	669	7,005	6,777	XXI.
14,66,282	21,07,748	38,863	44,762	8,70,254	9,47,562	13,666	24,900	89,649	1,52,397	162,748	228,947	26,65,376	34,06,693	XXII.
4,15,172	4,86,705	6,827	8,724	1,20,927	1,51,024	1,558	2,167	10,823	15,236	49,843	57,223	6,53,434	7,65,987	XXIII.
83,447	46,827	2,693	2,532	55,329	87,613	1,307	1,002	32,630	23,809	5,306	4,270	1,71,521	1,58,267	XXIV.
...	...	...	...	...	...	201	313	1,612	2,127	201	313	1,612	2,127	XXV.
1,45,065	1,53,618	8,127	10,717	1,92,366	2,58,800	3,425	4,012	20,830	24,516	97,967	103,629	8,98,461	9,79,867	XXVI.
14,43,411	14,94,080	274,642	270,794	22,82,675	24,09,027	69,596	65,028	1,98,331	1,84,510	574,808	583,746	45,19,378	46,95,591	XXVII.
...	...	3,949	6,023	51,328	83,565	954	895	2,694	2,629	5,214	7,230	57,099	89,506	XXVIII.
49,22,785	38,33,450	204,667	179,489	26,50,855	21,92,597	53,345	66,821	1,80,436	1,96,932	662,088	619,144	79,13,723	64,18,506	XXIX.
8,962	8,692	187	207	8,630	10,685	6	3	64	44	580	588	19,864	21,504	XXX.
1,00,604	85,895	1,018	5,094	13,777	91,442	1,494	1,933	9,676	12,150	10,572	14,958	1,53,292	2,15,054	XXXI.
29,568	22,235	26,285	27,989	1,04,296	1,02,935	10,858	9,855	24,571	25,848	202,724	306,460	3,17,959	4,67,046	XXXII.
6,16,066	5,93,998	109,425	112,763	14,10,987	13,24,434	72,611	103,433	3,27,721	4,58,585	282,364	333,397	25,74,688	27,13,638	XXXIII.
4,762	3,388	451	631	22,476	28,265	421	387	4,272	4,752	1,318	1,408	39,467	43,571	XXXIV.
79,214	88,617	18,718	21,842	2,98,841	3,52,649	1,898	2,036	8,952	10,561	39,356	43,583	4,69,071	5,33,911	XXXV.
2,62,797	3,08,031	85,102	78,854	4,60,073	4,60,277	34,840	37,418	84,807	97,160	277,273	288,458	10,85,266	11,46,361	XXXVI.
17,756	20,702	6,078	6,405	2,96,261	3,23,403	171	225	1,669	2,147	7,633	8,100	3,23,253	3,54,388	XXXVII.
11,82,649	12,42,399	84,510	82,291	11,66,678	12,17,649	19,761	24,844	1,32,410	1,62,510	340,480	335,654	34,95,714	34,70,784	XXXVIII.
...	...	...	...	...	...	...	14	...	21	...	14	...	21	XXXIX.
2,567	1,958	...	...	...	...	13	10	104	69	7,083	8,797	62,333	70,977	XL.
2,24,136	1,39,374	5,008	4,941	1,44,745	1,00,207	2,347	2,977	16,043	22,613	19,490	15,676	4,56,584	3,23,411	XLI.
...	...	...	...	...	...	388	318	869	1,097	4,085	5,327	12,528	17,072	XLII.
1,97,960	2,34,434	...	...	...	...	5,384	5,098	20,098	17,420	25,383	29,286	2,18,058	2,51,854	XLIII.
14,557	17,946	4,278	5,102	17,668	18,188	1,017	1,299	2,428	2,832	6,512	9,617	34,653	38,966	XLIV.
45,149	8,831	28,012	23,828	1,15,793	80,031	254	492	1,400	2,190	36,951	26,411	1,62,342	91,052	XLV.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	XLVI.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	XLVII.
2,66,71,407	2,93,71,773	1,567,494	1,626,423	1,95,81,612	2,03,81,85	648,462	726,224	24,64,974	27,85,362	5,241,343	5,761,882	5,46,67,082	5,89,33,367	Total.

* Includes Rajputana-Malwa Railway.

Statement showing the quantities of the principal articles of merchandise, &c., carried, and the receipts

Classification number.	ARTICLES.		DARJEELING-HIMALAYAN.				ASSISTED BENGAL AND	
			Quantity		Receipts.		Quantity.	
			1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.
I.	Animals, living (for sale)	No.	...	...	246	479	73	1,332
II.	Borax	...	...	...	...	...	5	6
III.	Canes and Rattans	...	...	...	...	...	1	1
IV.	Caoutchouc	...	...	...	...	...	...	...
V.	Chinese and Japanese ware	...	...	...	...	...	5	6
VI.	Coal and Coke	...	2,132	2,125	10,996	9,535	16,261	21,508
VII.	Cotton, Raw	...	...	...	...	...	84	177
VIII.	Cotton, Manufactured	...	532	707	14,646	19,018	4,137	4,798
IX.	Drugs and Medicines	...	9	17	200	367	215	346
X.	Dyeing Material	...	...	...	...	...	747	1,638
XI.	Earthenware and Porcelain	...	...	...	...	...	6	4
XII.	Fibrous Products	...	...	...	...	...	1,373	3,535
XIII.	Fruits and Nuts	...	...	...	...	...	351	465
XIV.	Grain and Pulses	...	4,977	6,293	60,797	78,954	42,328	73,774
XV.	Gums and Resins	...	...	...	...	...	51	42
XVI.	Hides and Skins	...	65	52	948	724	824	1,091
XVII.	Horns	...	...	...	...	...	24	36
XVIII.	Lac	...	...	...	...	...	134	171
XIX.	Leather	...	...	...	...	...	...	...
XX.	Liquors	...	360	496	9,300	10,554	168	182
XXI.	Mats	...	...	...	...	...	...	16
XXII.	Metals and Manufactures of	...	1,149	1,279	24,887	26,907	1,387	1,762
XXIII.	Oils	...	280	336	5,834	6,863	117	272
XXIV.	Opium	...	...	...	...	...	484	335
XXV.	Paints and Colors	...	...	...	...	...	75	74
XXVI.	Provisions	...	663	788	14,833	17,632	208	332
XXVII.	Salt	...	558	539	9,255	8,743	4,023	10,483
XXVIII.	Saltpetre, &c.	...	...	...	...	...	531	793
XXIX.	Seeds	...	57	89	1,543	1,927	27,289	46,919
XXX.	Silk	...	...	...	...	...	1	3
XXXI.	Spices	...	77	76	2,162	2,214	278	351
XXXII.	Stone and Marble	...	...	...	...	...	819	1,021
XXXIII.	Sugar	...	224	266	3,863	4,686	4,800	7,692
XXXIV.	Tea	...	3,666	3,550	71,512	70,599	5	5
XXXV.	Tobacco	...	69	72	1,409	1,391	268	1,143
XXXVI.	Wood	...	132	33	1,062	283	271	451
XXXVII.	Wool	...	29	35	724	877	26	24
XXXVIII.	All other articles of Merchandise	...	1,091	1,991	24,342	35,532	40,394	33,324
XXXIX.	Bark (Tanning)	...	...	...	...	...	...	...
XL.	Coffee	...	...	...	...	...	...	...
XLI.	Government Stores	...	...	...	...	...	22	26
XLII.	Manures	...	...	...	...	...	...	...
XLIII.	Vegetables	...	468	401	3,838	3,193	...	...
XLIV.	Chunam and Lime	...	415	440	4,115	4,011	...	...
XLV.	Hay and Straw and Grass, &c.	...	...	61	...	427	...	...
XLVI.	Railway Materials	...	...	...	...	...	6,392	11,943
XLVII.	Revenue Stores	...	...	...	...	...	742	2,103
		Total ...	16,953	19,646	2,66,266	3,04,447	154,846	226,852

therefrom on the several Railways for 1886, as compared with the similar results for 1885—contd.

COMPANIES.

North-Western.		Rohilkhand-Kumaun.				Dibru-Sadiya.				Total.				Classification Number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	
29	553	11	143	189	202	123	327	150	545	207	1,802	614	1,779	I.
62	65	69	14	387	63	...	...	...	...	74	20	449	128	II.
4	3	1	...	7	8	98	10	327	53	10	11	338	64	III.
...	...	...	...	...	...	62	53	826	996	6	53	826	996	IV.
69	61	6	5	66	44	...	...	...	...	11	11	135	105	V.
24,187	30,769	...	...	...	...	36,816	63,294	98,564	1,54,877	55,209	86,927	1,33,747	1,95,481	VI.
1,027	1,511	1	2	4	10	...	3	1	51	85	182	1,032	1,572	VII.
29,695	39,745	5	9	54	77	14	49	304	1,091	4,688	5,563	44,699	59,937	VIII.
2,273	3,363	10	16	139	205	7	37	114	351	241	416	2,726	4,286	IX.
5,499	14,499	3	8	21	18	...	2	...	41	750	1,648	5,520	14,558	X.
46	35	...	4	2	47	7	15	89	147	13	23	137	229	XI.
8,950	22,934	2	2	10	11	48	17	639	191	1,423	3,554	9,599	23,136	XII.
2,343	3,223	21	12	133	97	25	18	287	263	397	495	2,763	3,583	XIII.
1,77,136	3,30,201	5,368	7,418	6,755	10,467	4,923	5,624	34,506	39,589	57,596	93,109	2,79,194	4,59,211	XIV.
616	655	...	...	1	...	10	...	87	4	61	42	704	659	XV.
5,962	8,486	37	62	109	149	1	1	10	9	927	1,206	7,029	9,378	XVI.
231	367	1	2	4	8	...	...	....	...	25	38	235	375	XVII.
266	390	...	...	....	...	...	...	...	4	134	171	266	394	XVIII.
...	...	6	36	39	176	1	1	3	10	7	37	42	186	XIX.
1,418	1,542	638	834	2,826	3,714	88	96	1,544	1,706	1,254	1,608	15,088	17,516	XX.
...	111	3	4	27	28	1	1	9	9	4	21	36	148	XXI.
8,688	11,244	27	28	235	223	788	790	8,324	10,150	3,351	3,859	42,134	48,529	XXII.
693	1,389	36	96	307	739	98	133	1,928	2,762	531	837	8,762	11,753	XXIII.
9,298	6,375	...	1	...	6	....	....	....	....	484	336	9,298	6,381	XXIV.
697	489	3	5	31	40	...	5	...	53	78	84	728	582	XXV.
1,666	2,867	9	32	98	225	673	369	7,662	4,324	1,553	1,521	24,259	25,048	XXVI.
13,267	33,152	865	1,016	3,091	3,361	124	164	941	1,303	5,570	12,202	26,554	46,559	XXVII.
1,506	2,093	...	...	4	...	...	...	...	...	531	793	1,510	2,093	XXVIII.
1,22,120	2,40,678	937	1,425	1,941	2,064	81	54	598	595	28,364	48,487	1,26,202	2,45,264	XXIX.
9	22	...	...	1	4	...	...	...	1	1	3	10	27	XXX.
2,155	2,247	20	51	169	331	...	3	...	54	375	481	4,436	4,896	XXXI.
3,350	4,265	6,595	21,576	4,824	19,506	143	19	154	268	7,557	22,616	8,328	24,039	XXXII.
33,994	55,847	203	199	796	810	....	33	...	709	5,227	8,190	38,653	62,052	XXXIII.
38	47	51	87	298	437	3,383	3,901	30,183	35,657	7,105	7,543	1,02,031	1,06,740	XXXIV.
2,376	6,102	20	35	166	304	...	19	...	326	357	1,269	3,951	8,123	XXXV.
1,508	2,219	1,231	3,703	1,707	2,769	498	1,069	1,964	4,237	2,132	5,256	6,241	9,508	XXXVI.
171	211	26	15	166	102	...	...	...	...	81	74	1,061	1,190	XXXVII.
98,170	84,593	40,015	13,930	48,136	26,757	350	521	2,625	4,601	81,850	49,766	1,73,273	1,51,483	XXXVIII.
...	...	1	1	18	9	...	...	...	...	1	1	18	9	XXXIX.
...	...	1	...	19	...	...	...	...	...	1	...	19	...	XL.
408	411	14	58	88	412	...	...	...	...	36	84	496	827	XLI.
...	...	1	2	2	5	....	...	...	...	1	2	2	5	XLII.
...	...	328	430	1,250	1,781	...	...	...	...	796	831	5,088	4,974	XLIII.
...	...	14	31	31	104	...	...	...	...	429	471	4,146	4,115	XLIV.
...	...	...	18	...	76	148	219	1,220	994	148	298	1,220	1,497	XLV.
14,708	60,347	...	...	...	...	...	...	...	...	6,392	11,943	14,708	60,347	XLVI.
2,057	5,471	...	...	...	...	....	...	...	...	742	2,109	2,057	5,471	XLVII.
5,76,663	9,78,029	56,568	51,167	73,957	75,242	48,337	76,520	1,92,909	2,65,423	276,754	374,185	11,09,795	16,23,144	Total.

Note.—Information for the Thatôn-Duyinzaik Railway not furnished.

Statement showing the quantities of the principal articles of merchandise, &c., carried, and the receipts

Classification Number.	ARTICLES.	NATIVE							
		H. H. THE GAEKWAR'S.				H. H. THE NIZAM'S.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.
I.	Animals, living (for sale) No.	6	38	17	132	...	...	9,937	1,702
II.	Borax	...	...	...	...	..	...	...	...
III.	Canes and Rattans	...	...	...	...	...	...	...	...
IV.	Caoutchouc	...	...	...	...	...	...	...	...
V.	Chinese and Japanese ware	...	...	...	...	...	...	...	...
VI.	Coal and Coke	1	3	1	4	260	215	921	795
VII.	Cotton, Raw	1,970	2,129	3,052	3,506	240	165	1,238	1,924
VIII.	Cotton, Manufactured	225	224	629	612	2,833	3,152	42,573	47,712
IX.	Drugs and Medicines	...	33	...	95	438	373	4,277	3,861
X.	Dyeing Material	...	60	...	159	378	360	2,424	2,465
XI.	Earthenware and Porcelain	...	...	...	...	430	458	5,925	6,415
XII.	Fibrous Products...	200	178	440	372	868	838	6,289	6,344
XIII.	Fruits and Nuts	567	349	1,490	753	3,039	3,306	27,503	26,579
XIV.	Grain and Pulses...	4,796	4,426	7,481	6,999	17,815	32,205	83,672	1,72,509
XV.	Gums and Resins...	...	...	...	...	82	123	805	1,009
XVI.	Hides and Skins	16	12	47	36	703	991	4,561	7,179
XVII.	Horns	...	...	...	...				
XVIII.	Lac	...	...	...	...	7	15	65	152
XIX.	Leather	8	...	25	693	585	7,242	6,168
XX.	Liquors	5	10	15	23	594	1,544	7,825	16,151
XXI.	Mats	...	...	...	...	...	...	...	...
XXII.	Metals and Manufactures of	267	252	586	550	4,760	3,435	32,957	28,244
XXIII.	Oils	44	56	117	140	889	976	6,884	7,264
XXIV.	Opium	...	...	...	...	...	...	4	11
XXV.	Paints and Colors	...	...	...	...	87	124	936	1,289
XXVI.	Provisions	26	460	78	856	605	789	6,531	7,984
XXVII.	Salt	1,952	1,577	3,052	2,486	19,332	19,991	78,182	84,904
XXVIII.	Saltpetre, &c.	...	2	...	4	...	...	...	...
XXIX.	Seeds	2,150	2,119	3,410	3,358	19,831	13,637	82,932	73,080
XXX.	Silk	...	...	...	...	19	20	459	502
XXXI.	Spices	217	188	545	502	1,530	1,438	9,378	10,635
XXXII.	Stone and Marble	2,023	6,948	2,550	6,563	1,270	2,025	6,840	10,271
XXXIII.	Sugar	719	234	1,925	408	1,398	1,328	9,759	8,805
XXXIV.	Tea	...	...	...	...	24	21	339	289
XXXV.	Tobacco	28	34	77	93	453	534	3,972	4,766
XXXVI.	Wood	2,969	3,103	6,788	6,923	8,236	10,882	24,440	30,394
XXXVII.	Wool	3	3	11	8	127	120	1,585	1,388
XXXVIII.	All other articles of Merchandise	11,437	12,172	24,998	23,93	2,696	2,707	30,056	30,913
XXXIX.	Bark (Tanning)	...	...	...	...	...	...	...	...
XL.	Coffee	...	...	...	...	...	...	...	...
XLI.	Government Stores	...	...	...	1	1,806	742	23,377	10,268
XLII.	Manures	...	...	...	...	...	...	...	...
XLIII.	Vegetables	...	205	...	528	693	989	4,990	7,091
XLIV.	Chunam and Lime	313	466	495	728	...	...	...	...
XLV.	Hay and Straw and Grass, &c.	4	15	8	33	93	237	294	782
XLVI.	Railway Materials	...	...	...	...	44,422	69,938	1,43,526	1,69,723
XLVII.	Revenue Stores	...	...	...	...	...	...	...	...
	Total ...	29,932	34,671	57,135	59,700	1,36,701	1,74,267	6,62,766	7,88,466

therefrom on the several Railways for 1886, as compared with the similar results for 1885—contd.

STATES.												
MYSORE.				BHAVNAGAR-GONDAL.				JODHPORE.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	
1,390	1,027	1,106	758	...	...	326	618	2	3	24	58	I.
...	...	...	...	2	2	22	19	...	...	...	...	II.
...	1	...	7	...	...	...	...	...	...	...	...	III.
...	...	...	...	...	...	...	...	...	...	...	...	IV.
...	...	...	...	12	5	210	85	...	...	...	...	V.
...	...	...	...	3,375	5,709	3,724	3,603	6	17	22	40	VI.
19	6	80	19	19,345	15,878	1,57,687	1,31,104	265	38	1,065	144	VII.
1,375	1,507	7,957	8,980	1,233	1,237	11,489	11,833	890	873	3,412	3,338	VIII.
31	91	521	473	60	73	624	814	37	46	169	242	IX.
155	275	526	905	546	671	3,907	4,902	415	511	1,573	2,124	X.
24	21	59	46	4	2	40	24	...	...	...	...	XI.
...	...	...	...	1,164	1,276	7,179	7,718	148	210	677	1,225	XII.
1,368	1,547	5,725	6,477	1,453	2,504	8,704	15,999	664	704	2,815	3,761	XIII.
15,427	11,893	38,267	30,932	12,856	17,653	49,630	66,155	1,798	2,297	6,247	5,723	XIV.
3	50	19	199	38	50	312	461	...	...	...	...	XV.
1,030	1,008	3,591	3,460	237	253	1,974	1,907	166	216	773	1,202	XVI.
...	...	....	...	7	10	88	119	...	...	...	...	XVII.
5	5	18	16	14	19	114	177	...	...	...	...	XVIII.
139	87	492	235	...	...	...	...	32	20	180	132	XIX.
286	327	1,529	1,954	46	65	453	761	28	9	205	92	XX.
44	86	170	258	...	...	...	...	...	...	...	...	XXI.
1,370	1,260	5,965	5,431	3,693	1,745	26,014	13,607	904	727	4,075	2,815	XXII.
391	422	1,623	1,984	891	1,097	5,627	7,019	46	43	262	186	XXIII.
...	...	...	...	8	8	152	147	60	58	294	305	XXIV.
...	...	...	...	32	27	351	234	...	...	...	...	XXV.
...	...	...	...	431	429	2,978	3,485	62	23	352	133	XXVI.
3,159	2,540	8,798	8,482	2,839	2,533	6,422	5,073	459	91	1,167	138	XXVII.
...	...	...	...	13	9	125	75	109	114	358	282	XXVIII.
3,152	4,252	8,164	14,931	7,096	6,248	32,494	28,831	1,111	123	3,558	458	XXIX.
51	18	208	89	1	1	12	6	1	...	4	...	XXX.
92	145	319	476	155	148	1,297	1,231	26	37	171	256	XXXI.
616	1,408	1,390	1,865	2,361	790	3,633	2,244	138	2,753	278	6,080	XXXII.
575	1,544	1,966	5,176	3,223	2,567	16,495	13,389	4,983	4,915	14,327	20,470	XXXIII.
...	...	...	...	4	2	46	23	...	...	2	6	XXXIV.
522	476	1,372	1,292	392	530	2,466	3,373	535	566	2,565	2,678	XXXV.
5,231	5,693	5,732	8,673	13,638	11,551	84,078	69,767	325	272	2,023	1,413	XXXVI.
57	101	261	465	178	219	1,328	1,721	907	1,830	3,841	10,492	XXXVII.
11,944	12,457	37,842	44,327	2,891	2,841	20,458	24,955	10,702	14,548	18,036	18,245	XXXVIII.
...	...	...	...	...	...	...	...	..	...	...	...	XXXIX.
778	1,375	3,205	5,661	...	...	...	...	...	...	...	...	XL.
...	12	...	70	...	...	...	...	...	...	...	...	XLI.
96	122	143	223	...	...	...	...	...	...	...	...	XLII.
549	625	2,347	2,207	...	...	...	...	...	...	...	...	XLIII.
...	...	...	...	...	...	...	...	...	11	...	12	XLIV.
...	...	...	...	...	...	...	...	...	810	...	4,476	XLV.
3,670	1,305	15,566	5,224	...	...	...	...	...	...	...	...	XLVI.
3,280	8,035	3,800	8,530	...	...	...	...	...	...	...	...	XLVII.
55,579	58,694	1,57,655	1,69,062	78,238	76,201	4,50,119	4,20,358	24,812	31,862	68,451	86,518	Total.

Statement showing the quantities of the principal articles of merchandise, &c., carried, and the receipts

Classification Number.	ARTICLES.		NATIVE			
			RAJPUTA-PATIALA.			
			Quantity.		Receipts.	
			1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.
I.	Animals, living (for sale)	No.	293	...	242	...
II.	Borax	...	2	11	2	18
III.	Canes and Rattans	...	131	188	133	180
IV.	Caoutchouc	...	...	...	...	...
V.	Chinese and Japanese ware	...	...	...	...	...
VI.	Coal and Coke	...	888	1,035	688	904
VII.	Cotton, Raw	...	2	1	3	2
VIII.	Cotton, Manufactured	...	323	304	611	640
IX.	Drugs and Medicines	...	90	93	128	168
X.	Dyeing Material	...	111	164	173	273
XI.	Earthenware and Porcelain	...	15	2	20	8
XII.	Fibrous Products...	...	268	432	236	371
XIII.	Fruits and Nuts	...	76	87	121	128
XIV.	Grain and Pulses	...	10,573	16,130	7,013	12,831
XV.	Gums and Resins	...	13	14	21	19
XVI.	Hides and Skins	...	19	23	23	46
XVII.	Horns	...	1	2	2	2
XVIII.	Lac	...	4	4	5	5
XIX.	Leather	...	30	19	51	33
XX.	Liquors	...	54	20	55	45
XXI.	Mats	...	...	...	...	...
XXII.	Metals and Manufactures of	...	561	690	697	875
XXIII.	Oils	...	59	66	112	108
XXIV.	Opium	...	...	...	...	...
XXV.	Paints and Colors	...	3	3	7	6
XXVI.	Provisions	...	51	13	57	17
XXVII.	Salt	...	782	843	612	704
XXVIII.	Saltpetre, &c.	...	117	55	93	48
XXIX.	Seeds	...	3,070	4,672	2,054	4,006
XXX.	Silk	...	5	2	12	5
XXXI.	Spices	...	279	309	277	296
XXXII.	Stone and Marble	...	1,586	418	691	321
XXXIII.	Sugar	...	1,409	1,812	1,355	1,828
XXXIV.	Tea	...	1	1	1	1
XXXV.	Tobacco	...	6	6	8	8
XXXVI.	Wood	...	525	672	476	681
XXXVII.	Wool	...	61	56	110	105
XXXVIII.	All other articles of Merchandise	...	334	327	656	620
XXXIX.	Bark (Tanning)	...	...	...	...	...
XL.	Coffee	...	...	...	...	...
XLI.	Government Stores	...	15	...	16	...
XLII.	Manures	...	...	...	...	...
XLIII.	Vegetables	...	...	76	...	77
XLIV.	Chunam and Lime	...	115	145	55	101
XLV.	Hay and Straw and Grass, &c.	...	...	5	...	5
XLVI	Railway Materials	...	1,150	...	340	...
XLVII.	Revenue Stores	...	887	1,881	211	440
		Total ...	23,616	30,575	17,125	25,925

therefrom on the several Railways for 1886, as compared with the similar results for 1885—concld.

STATES—contd.

* Wadhwan-Morvi.				Total.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		
1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	1885. Tons.	1886. Tons.	1885. Rs.	1886. Rs.	
...	...	...	...	1,691	1,068	11,652	8,632	I.
...	...	...	...	4	13	24	37	II.
...	...	...	...	131	189	133	187	III.
...	...	...	...	...	...	...	...	IV.
...	...	...	...	12	5	210	85	V.
...	...	...	...	4,530	6,977	5,356	5,346	VI.
...	1,160	...	11,957	21,841	19,377	1,63,125	1,48,656	VII.
...	...	...	...	6,879	7,347	66,671	73,115	VIII.
...	2	...	17	706	711	5,719	5,670	IX.
...	9	...	35	1,605	2,050	8,603	10,863	X.
...	...	...	27	473	487	6,044	6,520	XI.
...	...	...	...	2,648	2,934	14,812	16,030	XII.
...	67	...	270	7,167	8,564	46,363	53,967	XIII.
...	318	...	992	63,265	84,922	1,92,310	2,96,141	XIV.
...	...	...	...	131	242	1,157	1,688	XV.
...	...	...	1	2,171	2,503	10,969	13,825	XVI.
...	...	...	...	8	12	85	121	XVII.
...	...	...	...	30	43	202	350	XVIII.
...	...	...	...	894	719	7,965	6,593	XIX.
...	...	...	...	1,008	1,975	10,082	19,031	XX.
...	...	...	...	44	86	170	258	XXI.
...	37	...	198	11,560	8,146	70,294	51,720	XXII.
...	15	...	80	2,320	2,675	14,625	16,781	XXIII.
...	1	...	15	68	67	450	478	XXIV.
...	...	...	...	122	154	1,294	1,529	XXV.
...	163	...	406	1,175	1,377	9,996	12,981	XXVI.
...	...	...	...	28,523	27,575	98,233	1,01,784	XXVII.
...	...	...	...	239	180	576	409	XXVIII.
...	80	...	339	36,410	31,131	1,32,612	1,25,603	XXIX.
...	...	...	...	77	41	695	602	XXX.
...	...	...	...	2,299	2,259	11,987	13,396	XXXI.
...	...	...	...	7,994	13,742	15,382	27,344	XXXII.
...	100	...	537	12,307	12,500	45,227	50,613	XXXIII.
...	...	...	...	29	24	388	319	XXXIV.
...	50	...	237	1,936	2,196	10,460	12,447	XXXV.
...	65	...	213	31,024	32,243	1,23,537	1,18,064	XXXVI.
...	...	...	2	1,333	2,328	7,136	14,181	XXXVII.
...	286	...	1,754	40,004	45,338	1,31,986	1,44,750	XXXVIII.
...	...	...	...	...	...	...	...	XXXIX.
...	...	...	...	778	1,375	3,205	5,661	XL.
...	...	...	...	1,821	755	23,393	10,339	XLI.
...	...	...	...	96	122	143	228	XLII.
...	2	...	7	1,242	1,397	7,337	9,910	XLIII.
...	...	...	...	428	622	550	841	XLIV.
...	...	...	...	97	1,067	302	5,296	XLV.
...	...	...	...	49,242	71,243	1,59,432	1,74,947	XLVI.
...	...	...	...	4,167	9,916	4,011	8,960	XLVII.
...	2,359	...	17,087	348,838	408,629	14,13,251	15,67,616	Total.

* The traffic of this line commenced from March 1886 only, so this represents ten months' accounts.

ACCOMPANIMENT TO THE RAILWAY ADMINISTRATION REPORT FOR THE YEAR 1857-58

MAP OF INDIA

SHEWING RAILWAYS OPEN TO TRAFFIC, UNDER CONSTRUCTION, AND UNDER SURVEY, ON 31ST MARCH 1858

Scale, 96 Miles to 1 Inch.

REFERENCE FOR RAILWAYS

Lines Open for Traffic
Do under Construction
Do under Survey

No. 85 Statistical.

DIRECTOR GENERAL OF RAILWAYS.

STATISTICAL.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

Simla, the 29th May, 1888.

I HAVE the honour to submit herewith Part I of the Annual Report, relating to the administration of railways in India during the year 1887-88, prepared in India for presentation to the Houses of Parliament.

The net receipts for the year 1887 show a decrease, as compared with those for 1886, of Rs. 38,78,758, and the percentage on the capital expended on open lines, excluding, as is usually done in these reports, the expenditure on steam-boat services, suspense items, and other indirect charges, amounts to 5·33 against 5·90 of the previous year.

These figures include the transactions of lines belonging to Native States and of lines belonging to Companies which receive little or no assistance from the State. The results affecting the finances of the Indian Government are somewhat different, owing to the liabilities connected with Guaranteed Companies having been incurred principally in sterling. The true effect of the Indian railways upon the finances of the Government was in 1886-87, as nearly as may be calculated, as follows :—

Guaranteed Companies.

	Rs.
Amount required to meet the guarantee of interest ...	3,72,18,640
Less.—Received from Companies, *i.e.*, the net receipts *less* the Companies' share of surplus profits	3,11,25,181
Loss ...	60,93,459

State Lines.

	Rs.
Interest on Capital Account	2,42,34,490
Interest on debentures of Companies whose lines were purchased	71,29,040
Annuities issued in cancellation of Companies' Capital ...	7,56,490
	3,21,20,020
Less.—Net traffic receipts	2,55,74,599
Loss ...	65,45,421

State Lines leased to Companies.

	Rs.
Interest on Capital	47,15,900
Less.—Net receipts of the Lines	6,62,381
Loss ...	40,53,519

East Indian Railway.

	Rs.
Charges for annuities and interest on deferred annuities and Capital Account	2,29,82,930
Less.—Net traffic receipts, deducting Company's share of surplus profits	2,98,54,402
Profit ...	68,61,472

It will thus be seen that there was a net loss to Government on account of railways of Rs. 98,27,927 in 1886-87; but it should be borne in mind that all the Capital sunk on unopened sections is still unproductive, and that a great deal of the Capital shown under State Railways has been expended on Military lines which were politically necessary apart from any question of their commercial value. Also that under the head "annuities," there is included a contribution for a sinking fund which is really meant to reproduce the capital at the expiry of the period for which the annuity is to run.

The decrease in the traffic and in the net receipts during 1887 was most marked on the North-Western, the Bombay, Baroda and Central India, and the Rajputana-Malwa Railways, and is principally attributable to the depressed state of the grain trade. On the North-Western Railway there was also a considerable falling off in the carriage of railway material; but, on the other hand, there was a satisfactory development of traffic on the Eastern Bengal and the Southern Mahratta Railways.

The summary of merchandise carried, shows that the total tonnage has increased by 1,110,345 tons, and that on 21 out of the 33 items tabulated, the weight carried increased.

A comparison of the earnings for the corresponding periods of 1886 and 1887, with the approximate returns for 1888, shows some improvement—

	Receipts. Rs.	
1886	5,06,34,504	1st January to 3rd April.
1887	5,00,95,679	„ „ „ 2nd „
1888	5,18,78,623	„ „ „ 31st March.

No new lengths have been added to the open mileage since the 31st March 1888.

A graphic diagram is published with this report showing the increases in the open mileage, Capital outlay,* gross receipts, gross expenses, and net receipts, from the commencement of Railway construction in India to the end of 1887.

I have the honour to be,

SIR,

Your most obedient Servant,

L. CONWAY-GORDON,
[Lieut.-Col., R.E.,]
Director-General of Railways.

* In the diagram the Capital outlay includes the expenditure on sections under construction of lines partly opened for traffic.

Statement showing the total receipts from 1st January to 31st March 1888, as compared with the corresponding periods of 1886 and 1887.

Railway.	1st January to 3rd April 1886.	1st January to 2nd April 1887.*	1st January to 31st March 1888.
STATE IMPERIAL.	Rs.	Rs.	Rs.
East Indian	1,28,25,742	1,30,03,848	1,30,26,153
Rajputana-Malwa (*a*)	48,66,014	47,95,925	50,04,959
Sindia	1,10,209	1,24,128	1,06,608
Patna-Gya	1,40,517	1,52,629	1,41,131
Bengal-Nágpur	5,64,485	4,50,874	4,21,819
Dildárnagar-Gházipur	12,735	13,071	12,545
Mysore	1,07,836	1,29,477	1,28,408
Southern Mahratta (*b*)	3,19,714	5,81,899	8,35,124
Indian Midland	(*g*)670	57,691	1,73,080
Cuddapah-Nellore	...	...	49,778
North-Western (*c*)	74,01,342	53,22,849	62,37,794
Wardha Coal (*d*)	2,36,967	2,62,038	2,57,613
Bengal Central	1,39,247	1,46,661	1,72,014
Katni-Umaria	...	21,592	25,460
Total ...	2,67,25,598	2,49,72,682	2,65,92,486
STATE PROVINCIAL.			
Bareilly-Pilibheet	27,338	28,238	24,558
Lucknow-Sitapur-Sirhámau	...	44,202	67,514
Eastern Bengal Railways (*e*)	20,26,048	21,21,246	22,72,594
Nalháti	22,287	26,053	29,081
Tirhoot	3,56,309	4,51,732	5,55,624
Burma	9,62,367	12,14,537	11,50,836
Jorhát	7,568	8,410	8,165
Cherra-Companyganj	...	695	1,847
Total ...	34,01,917	38,95,113	41,10,219
GUARANTEED COMPANIES.			
Madras	19,89,950	20,79,032	21,11,875
South Indian	11,48,463	12,85,696	12,22,231
Great Indian Peninsula (*f*)	1,09,20,292	1,12,68,757	1,06,72,059
Bombay, Baroda and Central India	35,32,792	33,51,454	34,42,193
Oudh and Rohilkhand	16,87,548	18,00,948	19,97,030
Total ...	1,92,79,045	1,97,85,887	1,94,45,388
ASSISTED COMPANIES.			
Bengal and North-Western	4,28,052	4,61,359	5,35,293
Tárakeshwar	77,261	71,972	75,692
Rohilkhand-Kumaun	63,081	66,606	62,731
Dibru-Sadiya	87,918	95,708	97,841
Total ...	6,56,312	6,95,645	7,71,557
NATIVE STATES.			
The Nizam's (Guaranteed Company)	2,76,614	3,59,998	4,31,824
The Gaekwar's	... (*h*)	39,510	41,826
The Gaekwar's Mehsána-Vadnagar	...	(*i*) 651	12,059
Bhávnagar-Gondal	2,39,111	2,56,745	3,35,138
Morvi	1,622	25,654	35,339
Jodhpore	54,285	63,794	1,02,787
Total ...	5,71,632	7,46,352	9,58,973
GRAND TOTAL ...	5,06,34,504	5,00,95,679	5,18,78,623

* Corrected by audited figures.

(*a*) Includes Rewari-Ferozepore and Cawnpore-Achnera State Railways.
(*b*) Includes Bellary-Kistna State Railway.
(*c*) Includes Amritsar-Pathánkot and Rájpura-Patiála State Railways.
(*d*) Includes Colliery.
(*e*) Includes Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.
(*f*) Includes Dhond-Manmád, Khámgaon, Amráoti and Bhopal-Itársi.
(*g*) Receipts for first 3 days of April 1886.
(*h*) Information not available.
(*i*) Receipts for 13 days from 21st March to 2nd April 1887

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Bombay, Baroda and Central India	25	23
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Bengal and North-Western	27	25
Rohilkhand-Kumaun	28	25
Thatôn-Duyinzáik	29	25
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RAILWAYS IN INDIA.

ADMINISTRATION REPORT.

PART I.

1887-88.

CHAPTER I.

LINES OPEN AND UNDER CONSTRUCTION.

DURING 1887-88, 988¼ miles of railway were completed and opened for traffic, making, on the 31st March 1888, a total of 14,383 miles open for public traffic in India. On the same date the total sanctioned mileage open and under construction was 16,870 miles, or an increase over the corresponding figures in 1886 of 274 miles.* The more important additions to the open mileage have been 167½ miles of the Southern Mahratta system, 95 miles of the Indian Midland, 90 miles of the Bellary-Kistna, 83 miles of the Cuddapah-Nellore, 118¼ miles of the Sind-Pishin Section and 203½ miles of the Sind-Sagar Section of the North-Western Railway, 50½ miles of the Lucknow-Sitapur-Sihrámau Railway, 69½ miles of the Assam-Behar Section of the Eastern Bengal State Railway system, and 70 miles of the Nizam's Guaranteed Railway.

Open mileage.

2. During the year sanction has been given for the construction of additional mileage to the extent of 355 miles, of which the more important sections are 161 miles between Biláspur and Umaria, 27 miles on the Khojak Extension of the Sind-Pishin Section of the North-Western Railway, 69 miles in Kathiawar from Dhoraji to Porbandar, 28¾ miles in the Kolhapur State from Kolhapur to Miraj, and 24½ miles from Sialkot to Jammu in Kashmir.

Extensions of line.

3. The tables on the following pages give a complete list of the additions to open mileage in 1887-88, and show in detail the lengths of line sanctioned and open for traffic at the end of March 1888 :—

* See foot-note on page 6.

Additions to open mileage from 1st April 1887 to 31st March 1888.

Railway and Section.	Length in miles.	Date of opening.	Remarks.
STATE IMPERIAL.			
SOUTHERN MAHRATTA—			
Deuli to Castle Rock (South Deccan Section)*	3	15th June 1887	
Castle Rock to Portuguese Frontier (South Deccan Section)	3½	3rd February 1888	
Koregaon to Miraj (West Deccan Section)	76¼	2nd May 1887	
Miraj to Belgaum (West Deccan Section)	84¾	22nd Dec. 1887	Passenger and Goods traffic.
INDIAN MIDLAND—			
Chaunrah to Jhánsi	95	1st February 1888	
BELLARY-KISTNA—			
Guntakal to Nandyál ...	90	11th July 1887	
CUDDAPAH-NELLORE—			
Nellore to Tirupati	83	15th Sept. 1887	
NORTH-WESTERN—			
Meerut City to Meerut City Mandi	1½	17th May 1887	Goods traffic only.
Sind-Sagar Section.			
Malakwál to Bhakkar ...	174¾	15th August 1887	
Haranpur to Khewra ...	9½		
Mahmúd Kot to Gházi Ghat	10¼	1st April 1887	
Darya Khan to Dera Ismail Khan	5¾	10th Feb. 1888	Passenger and Goods traffic.
Gházi Ghat to Dera Gházi Khan Ferry	3¼		
Sind-Pishin Section.			
Shárig to Bostan	60¾	28th August 1887	
Quetta to Bostan	21	28th August 1887	
Bostan to Killa Abdulla ...	36½	23rd Jan. 1888	Goods traffic.
		5th Feb. 1888	Passenger traffic.
Total ...	758¾		
Carried over ...	758¾		

Additions to open mileage from 1st April 1887 to 31st March 1888—concld.

Railway and Section.	Length in miles.	Date of opening.	Remarks.
Brought over ...	758¾		
STATE PROVINCIAL.			
LUCKNOW-SITAPUR-SIHRÁMAU—			
Sitapur to Lakhímpur ...	28½	15th April 1887	Passenger and Goods traffic.
Lakhímpur to Gola Gokaran Náth	22	4th Dec. 1887	
EASTERN BENGAL—			
Assam-Behar Section.			
Manihári to Kasba	37¾	1st April 1887	
Dinagepore to Raiganj ...	31¾	15th Feb. 1888	
TIRHOOT—			
Nirmala to Baptiahi	10	15th Nov. 1887	Goods traffic.
		1st January 1888	Passenger traffic.
Anwarpur to Sonepore ...	3½	1st April 1887	Goods traffic.
		25th April 1887	Passenger traffic.
JORHÁT—			
Dhali to Titábar	1¾	26th Feb. 1888	Passenger and Goods traffic.
Total ...	135		
GUARANTEED COMPANIES.			
MADRAS—			
Beypore to Calicut	9(*a*)	2nd January 1888	Passenger and Goods traffic.
Olavakód Junction to Pálghat (Pálghat branch)	2½	2nd January 1888	
OUDH AND ROHILKHAND—			
Benares Bridge	2¾	1st October 1887	
Passenger approach to East Indian Railway, at Cawnpore	¼	21st March 1888	
Total ...	14½		
FOREIGN STATES.			
WEST OF INDIA PORTUGUESE—			
Sonauli to Portuguese Frontier...	10	3rd February 1888	
NATIVE STATES.			
THE NIZAM'S (GUARANTEED COMPANY)—			
Warangal to Dornakal Junction	53½	1st January 1888	
Dornakal Junction to Yellingdalapad	16½		
Total ...	70		
Grand Total ...	988¼		

(*a*) On the opening of this extension 2¼ miles of the old line have been closed.

Statement showing lengths of lines sanctioned and open for traffic on the 31st March 1888.

Railway.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1886-87.	Sanctioned during the year 1887-88.	Length of line sanctioned at the end of 1887-88	Length opened during 1887-88.	Total length opened on 31st March 1888.	Length laid with double line.	Length remaining to be finished.
STATE IMPERIAL.			Miles.	Miles.	Miles (b)	Miles.	Miles.	Miles.	Miles.
East Indian	15th Aug. 1854	5′ 6″	1,518½	...	(a) 1,513½	...	(a)1,513½	474½	...
Benares Branch	22nd Dec. 1862...	5′ 6″	...	...	6	...	6	...	...
Rajputana-Malwa (c) ...	14th Feb. 1873...	3′ 3⅜″	1,667½	...	(a) 1,667½	...	(a) 1,667½	1½	...
Pátri	12th May 1873...	5′ 6″	22½	...	22½	...	22½	...	...
Sindia	10th Jan. 1878...	5′ 6″	74½	...	74½	...	74½	..	...
Dhond-Manmád	15th March 1878	5′ 6″	145½	...	(a) 145½	...	(a) 145½	...	...
Patna-Gya	21st April 1879	5′ 6″	57	...	(a) 57½	...	(a) 57½	...	...
Bengal-Nágpur (d)	6th April 1880...	5′ 6″	628¼	161	(a) 792	...	(e) 149	...	643
Dildárnagar-Gházipur ...	5th Oct. 1880 ...	5′ 6″	12	...	12	...	12	...	...
Mysore	1st Feb. 1881 ...	3′ 3⅜″	297	...	(a) 296½	...	(a)139½	...	156½
Southern Mahratta ...	24th March 1884	3′ 3⅜″	764½	...	(a) 763½	167½	(a)763½	...	...
Indian Midland	1st April 1886...	5′ 6″	606	...	(a) 604½	95	137	..	467½
Bellary-Kistna	11th July 1887...	3′ 3⅜″	278	...	278	90	90	...	188
Cuddapah-Nellore ...	15th Sept. 1887	3′ 3⅜″	83	...	83	83	83	...	...
Total worked by Companies	...	...	6,154½	161	6,315½	435½	4,860½	475½	1,455
North-Western	13th May 1861...	5′ 6″ / 3′ 3⅜″ (r)	2,410	19½	(g)2,410½	323½	(a)2,386	2½	24½
Sind-Pishin, Killa Abdulla to Chaman	...	5′ 6″	..	27	27	...	...	...	27
Wardha Coal	1st Feb. 1874 ...	5′ 6″	46½	...	46½	...	(h) 46½	...	...
Bengal Central ...	16th Oct. 1882...	5′ 6″	125½	...	(a) 125	...	(a) 125	...	...
Katni-Umaria	2nd Nov. 1886...	5′ 6″	37	...	37	...	37	...	...
Toungoo-Mandalay Extension, Burma	...	3′ 3⅜″	225	...	(a) 222½	...	...	...	222½
Total ...	...	...	2,843¾	46¾	2,868½	323½	2,594½	2½	274
STATE PROVINCIAL.									
North-Western Provinces and Oudh—									
Bareilly-Pilibheet ...	12th Oct. 1884	3′ 3⅜	36	...	36	...	36	...	...
Lucknow-Sitapur-Sihrámau	16th Nov. 1886	3′ 3⅜″	124	...	(a)122½	50½	(a)104½	...	18
Total worked by Companies ...	...	...	160	...	158½	50½	140½	...	18
Bengal—									
Eastern Bengal ...	2nd Jan. 1862	5′ 6″ / 3′ 3⅜″ / 2′ 6″	762¾	...	(a) 764¼	69½	(a)676	23¼	88¼
Nalháti	21st Dec. 1863	4′ 0″	27½	...	27½	...	27½	...	...
Tirhoot	1st Nov. 1875	3′ 3⅜″	273¾	...	(a) 273	13½	259	...	14
Punjab—									
Amritsar-Pathánkot ...	1st Jan. 1884	5′ 6″	65	...	(a) 64¾	...	(a) 64¾	...	...
Burma—									
Burma	2nd May 1877	3′ 3⅜″	369	...	(i) 333	...	(j) 333	...	...
Assam—									
Jorhát	15th Dec. 1884	2′ 0″	31½	...	(a) 30½	1½	(a) 30½	...	...
Cherra-Companyganj ...	16th June 1886	2 6″	15½	...	15½	...	7½	...	8
Total ...	...	...	1,544½	...	1,508½	84½	1,398½	23½	110½

(a) Correction of mileage.
(b) Benares Branch shown separately.
(c) Includes Cawnpore-Achnera line.
(d) Includes Nágpur-Chhattisgarh Railway.
(e) This section (late Nágpur-Chhattisgarh Railway) is being converted from metre to broad gauge.
(f) Ghát Section, Hirokh to Kotal, 10 miles.
(g) Includes the mileages of the Sind-Sagar, Sind-Pishin and Bolan Railways. Reduction of mileage due to correction, supersession of the temporary line by the opening of the Ferozepore Bridge and approaches (6¾ miles) and abandonment of the section, Miánwáli to Isa Khel ferry (9 miles) of the Sind-Sagar line, and the Gulistan Branch (3¼ miles) of the Sind-Pishin line.
(h) Includes 1½ miles to Pit's mouth.
(i) Reduction of mileage due to abandonment of the project for a line from Prome to Allanmyo, 42 miles, and inclusion of the suburban mileage, 6 miles.
(j) Increase due to the inclusion of suburban mileage, 6 miles.

Statement showing lengths of lines sanctioned and open for traffic on the 31st March 1888—contd.

Railway.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1886-87.	Sanctioned during the year 1887-88.	Length of line sanctioned at the end of 1887-88.	Length opened during 1887-88.	Total length open on 31st March 1888.	Length laid with double line.	Length remaining to be finished.
GUARANTEED COMPANIES.			Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
MADRAS—									
MADRAS	1st July 1856 ...	5′ 6″	840½	...	(a) 839½	11½	(a)839½	42½	...
SOUTH INDIAN	15th July 1861	3′ 3⅜″	654½	...	(b) 654	...	(b) 654	...	...
BOMBAY—									
GREAT INDIAN PENINSULA ...	18th April 1853	5′ 6″	1,288	...	(b) 1,288½	...	(b) 1,288½	(b) 323½	...
BOMBAY, BARODA AND CENTRAL INDIA	10th Feb. 1860 ...	5′ 6″	438½	...	(b) 438⅝	...	(b) 43⅜	60	...
NORTH-WESTERN PROVINCES AND OUDH—									
OUDH AND ROHILKHAND ...	23rd April 1867	5′ 6″	735½	...	(b) 738	3	(b)691	...	(c) 47
Total ...	...	...	3,956⅛	...	3,958⅛	14½	3,911½	426	47
ASSISTED COMPANIES.									
BENGAL—									
DARJEELING-HIMALAYAN ...	23rd Aug. 1880	2′ 0″	51½	...	(b) 51	...	(b) 51	...	...
DEOGHUR	23rd Dec. 1882	3′ 3⅜″	4	...	(b) 4½	...	(b) 4½	...	...
BENGAL AND NORTH-WESTERN	2nd April 1884	3′ 3⅜″	510½	...	(b) 510	...	(b) 376	...	(c) 134
TARAKESHWAR	1st Jan. 1885 ...	5′ 6″	22½	...	22½	...	22½	...	...
NORTH-WESTERN PROVINCES AND OUDH—									
ROHILKHAND-KUMAUN ...	12th Oct. 1884	3′ 3⅜″	54½	...	(b) 55	...	(b) 55	...	...
BURMA—									
THATÔN-DUYINZÁIK ...	11th Feb. 1885	2′ 6″	8	...	8	...	8	...	...
ASSAM—									
DIBRU-SADIYA	Oct. 1882 ...	3′ 3⅜″	77½	...	(b) 78	...	(b) 78	...	...
Total ...	...	...	(d)727½	...	729	...	595	...	134
FOREIGN STATES.									
MADRAS—									
PONDICHERRY	16th Dec. 1879	3′ 3⅜″	7½	...	7½	...	7½	...	...
BOMBAY—									
WEST OF INDIA PORTUGUESE	17th Jan. 1887	3′ 3⅜″	51	...	51	10	51	...	...
Total ...	...	...	58½	...	58½	10	58½	...	...
NATIVE STATES.									
THE NIZAM'S (GUARANTEED COMPANY) (e)	9th Oct. 1874	5′ 6′	491	...	(f) 509½	70	(g) 274½	...	(h) 235
KHÁMGAON	4th March 1870	5′ 6″	8	...	(b) 7½	...	(b) 7½	...	...
AMRÁOTI	16th Feb. 1871	5′ 6″	6	...	(b) 5½	...	(b) 5½	...	...
THE GAEKWAR'S	8th April 1873	2′ 6″	58½	...	58½	...	58½	...	...
THE GAEKWAR'S MEHSÁNA-VADNAGAR	21st March 1887	3′ 3⅜″	21	25	(b) 45½	...	20½	...	25
BHOPAL-ITÁRSI (i)	1st June 1882	5′ 6″	57	...	57	...	57	...	...
Total worked by Companies	...	...	641½	25	684	70	424	...	260
BHÁVNAGAR-GONDAL	20th Dec. 1880	3′ 3⅜″	193½	...	193½	...	193½	...	...
MORVI	11th March 1886	2′ 6″	67½	...	(b) 68	...	(b) 68	...	...
JUNAGARH-VERAWAL ...	...	3′ 3⅜″	67	...	(b) 66½	...	...	...	66½
DHORAJI-PORBANDAR... ...	...	3′ 3⅜″	...	69	69	...	...	...	69
JODHPORE	24th June 1882	3′ 3⅜″	123½	...	123½	...	123½	...	...
RÁJPURA-PATIÁLA	1st Nov. 1884	5′ 6″	16	...	(b) 15	...	(b) 15	...	...
KOLHAPUR-MIRAJ	...	3′ 3⅜″	...	28½	28½	...	...	...	28½
JAMMU-KASHMIR (j)... ...	...	5′ 6″	...	24½	24½	...	...	...	24½
Total ...	...	...	467½	122½	588⅝	...	400	...	188

(a) Reduction due to correction of mileage and closing 2¼ miles of line on the opening of the Calicut extension.
(b) Correction of mileage.
(c) In abeyance.
(d) Excludes Burdwan-Kutwa Railway, 40 miles, the construction of which is in abeyance.
(e) Of the total length, 21½ miles, in British Territory, is the property of the Imperial Government.
(f) Increase due to correction of mileage and omission from the report for 1886-87 of the Section from Frontier to Bezvada, 31½ miles, in British territory.
(g) Of this length, 3 miles are worked over twice by every train.
(h) Of this length, Warangal to Frontier near Chanda, 160 miles, not commenced.
(i) Of the total length, 13 miles, in British Territory, is the property of the Imperial Government.
(j) Of the total length, 8½ miles, in British Territory, is the property of the Imperial Government.

Statement showing lengths of lines sanctioned and open for traffic on the 31st March 1888—concld.

Railway.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1886-87.	Sanctioned during the year 1887-88.	Length of line sanctioned at the end of 1887-88.	Length opened during 1887-88.	Total length open on 31st March 1888.	Length laid with double line.	Length remaining to be finished.
SUMMARY.			Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
STATE IMPERIAL—									
Worked by Companies ...	...	...	6,154½	161	6,315½	435½	4,860½	475½	1,455
Under State Management ...	...	...	2,843½	46½	2,868½	323½	2,594½	2½	274
STATE PROVINCIAL—									
Worked by Companies ...	...	...	160	...	158½	50½	140½	...	18
Under State Management ...	...	...	1,544½	...	1,508½	84½	1,398½	23½	110½
GUARANTEED COMPANIES ...	...	...	3,956½	...	3,958½	14½	3,911½	426	47
ASSISTED COMPANIES ...	...	...	727½	...	729	...	595	...	134
FOREIGN STATES ...	...	...	58½	...	58½	10	58½	...	...
NATIVE STATES—									
Worked by Companies ...	...	...	641½	25	684	70	424	...	260
Under State Management ...	...	...	467½	122½	588½	...	400	...	188½
Total ...	...	...	16,556	355	(*a*) 16,870	988½	14,883	927	2,487

	Miles.	Miles.
(*a*) Length sanctioned at end of 1886-87 ...	16,596	
Deduct Burdwan-Kutwa Railway, the mileage of which has now been excluded, the project being in abeyance	40	16,556
Add—		
Nizam's Railway, Frontier to Bezvada (in British Territory), not shown in statement for 1886-87 ...	21½	
Mileage sanctioned during 1887-88	355	
Burma Railway, suburban mileage not shown previously	6	382½
		16,938½
Deduct—		
North-Western Railway, Sind-Sagar Section, length from Miánwáli to Isa Khel Ferry, project abandoned	9	
North-Western Railway, Sind-Pishin Section, Gulistan Branch, not now worked	3½	
North-Western Railway, temporary 2′ tramway, Ganda Singh Bandar to Ferozepore, taken up on the construction of the standard 5′ 6″ gauge line ...	6¼	
Burma Railway, Prome to Allanmyo, project abandoned.	42	
Madras Railway, portion of line closed on the opening of the Calicut extension	2¼	
Difference due to small corrections in mileage ...	5½	68½
Net Total length sanctioned at end of 1887-88 ...		16,870
Net total length sanctioned at end of 1886-87 ...		16,596
More mileage at 31st March 1888		274

CHAPTER II.

WORKS IN PROGRESS.

The leading events in the history of Railways in India during the year under review may be briefly said to comprise the opening of the system of Military Railways on the frontier and the commencement of a tunnel through the Khojak-Amran Range, the opening of the Southern-Mahratta Railway through to the sea coast at Mormugáo, the progress made in railway extension in Burma and in famine protective lines in the Madras Presidency, the opening of the "Dufferin" and "Balawali" bridges over the Ganges, of the Ferozepur bridge over the Sutlej, and of the bridge at Kalpi over the Jumna, and the formation of the Bengal-Nagpur Railway Company.

2. The following paragraphs describe the chief works on the several railways during the year :—

EAST INDIAN.

Cawnpore Junction.

3. The junction arrangements with the Oudh and Rohilkhand Railway at Cawnpore have been completed, with the exception of some final arrangements for signals; and the direct approach for Oudh and Rohilkhand trains was opened for passenger traffic on the 21st March 1888. The junction arrangements with the Indian Midland Railway at Cawnpore are in hand.

Moghal Sarai Junction.

The revised estimate for the re-arrangement of the Moghal Sarai junction, amounting to Rs. 3,22,707 has been reconsidered, and it has been decided to carry out only a portion of the junction works for the immediate requirements of the traffic.

Manikpur Junction.

The arrangements at Manikpur for a junction with the Indian Midland Railway as far as they will lie inside the East Indian Railway boundary are still under consideration.

Hooghly Junction arrangements.

Estimates aggregating Rs. 2,96,153 for the proposed additional works at the junction with the branch line from Hooghly to Naihati, including the cost of a loop line and a station on the Jubilee Bridge viaduct, with a flag station at Garifa on the Naihati side, have been prepared. Some of the works included in this estimate, which were required to effect the junction before the branch line to the bridge could be opened, have already been sanctioned at an estimated cost of Rs. 34,029, and are completed.

Benares Branch.

The Benares branch, extending from the north distant signal of Moghal Sarai Junction to the right bank of the River Ganges opposite Benares, a length of about 6 miles, was, under the provisions of clause 8 of the East Indian Railway Company's contract, retransferred to Government on the 1st October 1887.

Barákar Extension.

The Barákar branch at present ends close to the east bank of the Barákar river. Alternative estimates have been submitted amounting to Rs. 9,59,479, and Rs. 11,08,193, for extending it by about 6 miles beyond the present terminus to the east bank of the Parsai Nullah near its junction with the Khudia Nullah. These proposals, which are intended to facilitate the traffic from the coal fields lying on the west bank of the Barákar river, are now under consideration.

Branch line from Belgurriah to Chitpore.

A survey for a separate branch line for giving better access to the riverside depôt at Chitpore has been made. The cost of constructing the line is estimated at Rs. 5,01,288.

Additional water-way between Mananpur and Luckee Serai.

A serious break having occurred on the 5th September 1885 on the Chord line at mile 255½, caused by the flooding of the Keul river after unusually heavy rain, a sum of Rs. 51,204 has been sanctioned for the construction of a girder bridge of four 23-feet openings to increase the water-way between Mananpur and Luckee Serai, and for the diversion of the line during its construction. The work was completed and the bridge opened for traffic on the 1st June 1887.

Jamalpur water-supply.

A sum of Rs. 85,078 was sanctioned for the purpose of obtaining a constant supply of water for the station and shops at Jamálpur from the hills adjacent to the town, by the erection of a dam to form a reservoir with a storage capacity of 87,500,000 gallons. The work has been completed, and was formally opened by His Honor the Lieutenant-Governor of Bengal on the 11th August 1887.

DILDARNAGAR-GHAZIPUR.

4. This line was worked throughout the year by the East Indian Railway. The present contract with the East Indian Railway has been terminated by the Secretary of State and a new working agreement is now under consideration.

SINDIA.

5. The Agreement under which the East Indian Railway Company works this line will terminate on 31st December 1888. Arrangements are under consideration for transferring the line to the Indian Midland Railway.

RAJPUTANA-MALWA.

6. The iron girders of Choral Bridge No. 3 have been replaced by new ones, of steel.

The new Railway School at Mount Abu, constructed at a cost of Rs. 1,10,000, was publicly opened on 1st July 1887.

The following works, among others, were completed during the year :—

Protestant Church at Bándikui.
Ditto do. Ajmere.
Bridge at mileage 37 near Játaoli.
Additional quarters for Locomotive and Traffic staff at Phalera.
Quarters for Traffic staff at Gurgaon and Fatehabad.
Extension of new Carriage and Wagon Shops at Ajmere.
New engine pits at Ajmere.
Goods-shed at Barnagar.
Additional sidings at Bándikui.
Engine sheds at Ferozepore, Kot Kapúra and Fázilka.
Passenger stations at Kot Kapúra and Farídkot.

BENGAL-NAGPUR.

7. The Bengal-Nágpur Railway Company was constituted in March 1887, and on May 9th, formally took over charge of the existing Nágpur-Chhattisgarh metre gauge line. Generally speaking, construction work has now been commenced over the whole system with the exception of one district on the branch line.

Conversion from metre gauge.

One condition of the Company's contract is that the open line section should be converted to the 5′ 6″ gauge. The arrangements for putting this in hand were begun immediately after the transfer, and the present condition of the conversion work is about 120 miles of new permanent-way laid, most of the earthwork finished, a good supply of ballast collected, and the masonry of all the bridges to be rebuilt well in hand. All the broad gauge girders have been delivered and are being put together and erected as the masonry of the bridges is completed. The line from Nágpur to Ráj-Nándgaon is still running as a narrow gauge railway; the broad gauge steel sleepers admitting of four rails being

laid at the same time, the old metre gauge rails are used to run the metre gauge traffic on, and the broad gauge rails are laid ready for broad gauge vehicles when the time for changing arrives. The actual changing of the gauge will not take place till after next rains (October 1888), when it is anticipated the conversion will be done in one day.

Construction of broad gauge.

In addition to the work on conversion, construction work between Ráj-Nándgaon and Ásansol was begun on the following dates:—

Ráj-Nándgaon to Raipur,	42	miles,	June 1887.
Raipur to Bilaspur,	67	„	September „
Bilaspur to Raigarh,	76	„	November „
Raigarh to Chakardarpur,	171½	„	November 1887—Survey. March 1888—Construction.
Chakardarpur to Raghonathpur,	95½	„	October 1887.
Raghonathpur to Ásansol,	24	„	March 1888.

Raj-Nandgaon to Raip

Most of the work has been done on this section, and bridges and culverts are well advanced. The only obstacle to opening this section by July 1888 will be the bridge over the Seonath, 7 spans of 150 feet. Owing to floods, work on the foundations could not be begun before the middle of November; some of the piers are finished and the iron work is mostly in hand now. Up to date rails have been laid 25 miles from Ráj-Nándgaon towards Raipur.

Raipur to Bilaspur.

Earthwork nearly complete and masonry works well in hand; all the bridges and culverts will be finished by next rains. The largest bridge is the second Seonath, 14 spans of 150 feet. All the foundations are in, and the masonry of the whole bridge will be three-fourths completed this season. An endeavour will be made to lay the rails to Bilaspur this season.

Bilaspur to Raigarh.

Work generally in progress all along this section.

Raigarh to Chakardarpur.

This season's work previous to March has been chiefly in re-survey. This is now finished, and instructions have been issued to commence work on those sections where no important alterations have been made on the original alignment.

Chakardarpur to Raghonathpur.

Work in progress throughout the length.

Raghonathpur to Asansol.

Towards the end of 1887 the question of the point of junction between the Bengal-Nágpur Railway and the East Indian was again considered. Sitarampur was originally decided upon as the point of junction with the East Indian Railway, but the inconvenience of railway working, and the possibility of complications arising with the Colliery owners over whose land the old alignment ran, made it advisable to examine a different route, and, after an exhaustive discussion, it was eventually decided that Ásansol was the most suitable junction. The necessary land is in course of being acquired and other work commenced which had been deferred pending a settlement of this question.

Katni-Bilaspur.

The two sections on which works have been commenced on the branch line, are:—

1. Umaria to Sohagpur, in November 1887.
2. Pendra Ghat to Bilaspur—Construction commenced in February 1888.

Umaria to Sohagpur.

A good deal of earthwork has been done and stone collected at bridge sites.

Pendra to Bilaspur.

Work on this section has been chiefly in survey to endeavour to improve the alignment of the Pendra Ghat. Actual construction work was commenced in February and is now in progress.

SOUTHERN MAHRATTA.

8. The following sections of line were opened during the year :—

Koregaon to Miraj,	76 miles, on	2nd May 1887.
Miraj to Belgaum,	85 „	22nd December 1887.
Deuli to Castle Rock,	3 „	15th June 1887.
Castle Rock to Portuguese Frontier.	4 „	3rd February 1888.

The first engine ran through to the Portuguese Frontier on the 25th January 1888, and on the 31st of the same month, the official ceremony of connecting the Southern Mahratta and West of India Portuguese Guaranteed Railways was performed by Their Excellencies the Governor of Bombay and the Governor General of Portuguese India, thus completing the originally projected Southern Mahratta Railway system throughout to Mormugáo.

Bellary-Guntakal.

The Bellary-Guntakal section of 30½ miles was taken over by the Southern Mahratta Railway Company as a broad gauge line from the Madras Railway on the 1st February 1887, and was converted to metre gauge on the 17th May 1887.

Bellary-Kistna.

During the year the working of the first section of the Bellary-Kistna State Railway was made over to the Southern Mahratta Railway Company, and the length from Guntakal to Nandyál, 90 miles, was opened for traffic on the 11th July 1887. On the 1st January 1888 the entire line from Guntakal to Bezvada, 278¾ miles, was taken over by the Company, and now forms part of the Southern Mahratta Railway system.

Mysore Extension.

On the Mysore line the following was the state of the works on the 31st March 1888 :—

On the Tunghabudra Bridge the north and south abutments were completed and also Piers Nos. 1 to 8, 14 and 15. Coffer dams for the remaining piers are in progress. 16 spans of girders have been delivered of which 6 have been erected. The earth-work on the whole extension is approaching completion, and 2½ miles of permanent-way have been laid.

INDIAN MIDLAND.

9. The length of line sanctioned is 606 miles, no addition having been made during the year. The section from Chaunrah to Jhánsi, 95 miles, was opened to traffic on 1st February 1888, the bridge over the Jumna at Kalpi having been finished in November 1887. The station works and ballasting are approaching completion.

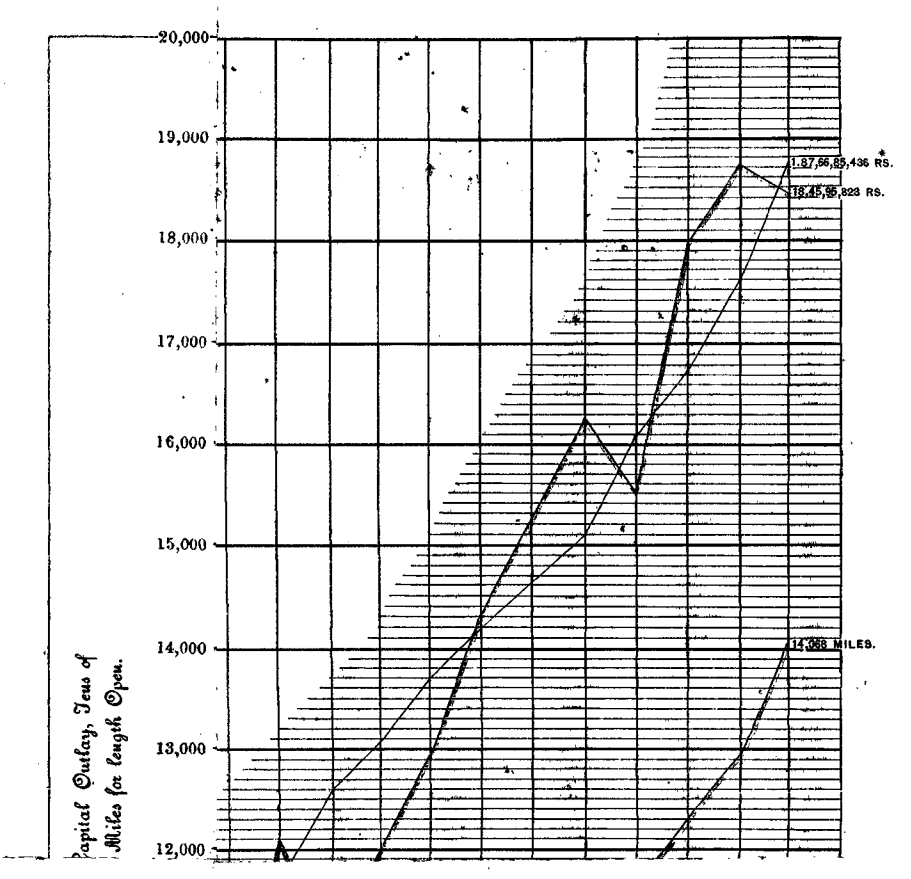
Main Line, Chaunrah to Jhansi Section.

Main Line, Jhansi to Lalitpur.

The earthwork in cuttings and embankments is finished. The masonry of the Betwa Bridge, 9 spans of 150 feet girders, was commenced at the end of 1885, and is completed; and the erection of the girders is in hand. The masonry of all other bridges is completed and all girders have been erected, and the rails laid from Jhánsi to the Betwa, 25½ miles. All the bottom ballast has been collected, and it has been spread on the line from Jhánsi to Tal Behat.

Main Line, Lalitpur to Basoda.

The earthwork in cuttings and embankments is finished, except in the rock cutting north of the Narain river and the approaches to the Narain bridge. The Keotan bridge, 5 spans of 100 feet girders, is finished. The masonry of the Beena and Narain bridges, each of 4 spans of 150 feet girders, is nearly finished, as well as that of all remaining bridges. About 22 miles of bottom ballast is collected, but little of it is yet spread. The rails are laid to the 80th mile from Bhopal. Work has been commenced at some of the stations.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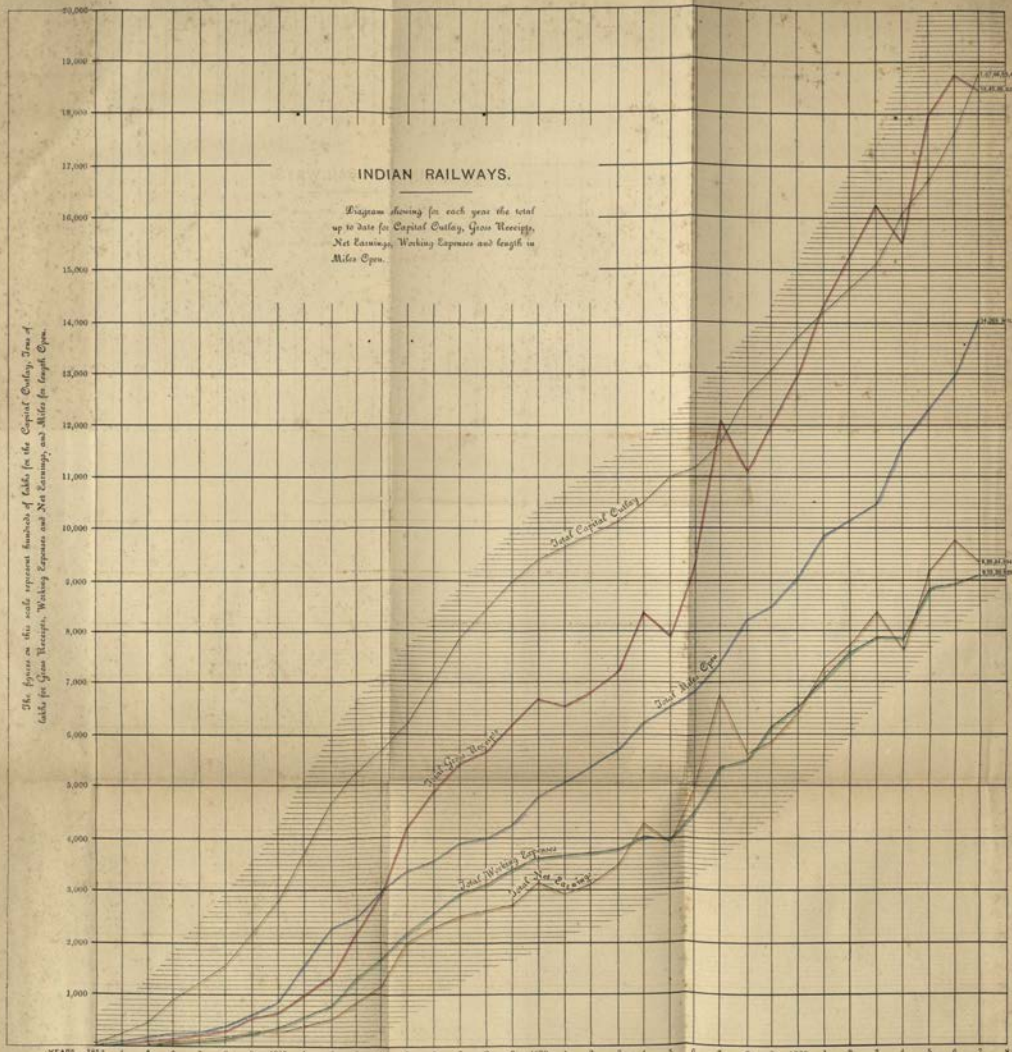

No. [illegible]

	Rs.	Rs.
* Total capital outlay on open lines to 31st December 1887, vide details on page 85 ...	1,83,87,92,033	
Less difference between capital outlay on East Indian Railway from 1st January 1885 as shown in Company's books and in Finance and Revenue Accounts	7,98,[illegible]	
		1,83,80,54,350
Approximate expenditure on on-open sections		4,86,23,086
Total as above ...		1,87,06,[illegible]

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

1887-88.

BY

L. CONWAY-GORDON

[LIEUT.-COL., R.E.,]

DIRECTOR GENERAL OF RAILWAYS.

PART I

SIMLA

PRINTED BY THE SUPERINTENDENT, GOVERNMENT CENTRAL PRESS

1888

To be purchased from the Superintendent of Government Printing, Calcutta.

Main Line, Basoda to Bhopal.

The earthwork in cuttings and embankments is practically finished. The Betwa bridge, 4 spans of 100 feet and 5 of 75 feet girders, is finished. The masonry of the Newan bridge, 8 spans of 60 feet girders, is three-fourths finished and 4 spans of the girders are ready for lifting. All other bridges except five are completed. All ballast from Bhopal to Bhilsa is collected and partly spread. The ballast from Bhilsa to Basoda is being brought in. The permanent-way has been laid throughout the Division. All the works including the fencing are practically complete from Bhopal to Bhilsa. The station buildings at Golabgunj and Basoda are well advanced.

Jhansi to Gwalior Branch.

About 85 per cent. of the total quantity of earthwork in banks and cuttings has been finished, and it is probable that the heavy rock cutting in the Antri pass will be completed before the rains. The minor bridges are mostly finished or ready for their girders which are at site. Of the major bridges, the Sind river bridge, 9 spans of 100 feet, is the least advanced; pier No. 4 being only just founded and No. 3 not yet commenced. The other piers and abutments are, however, either in progress or finished. The girders are in position at the Pahooj river, 7 spans of 40 feet, and at the Angori river, 6 spans of 40 feet. At most of the other major bridges the masonry is completed. Three-quarters of the ballast required has been collected. The stations and buildings are in hand, and will probably be ready before the rails can be laid through.

Jhansi-Manikpur Branch, Mau Division.

The earthwork is finished. The masonry of the Betwa bridge, 13 spans 150 feet girders and 1 span 60 feet, is complete, and 7 spans of girders are erected. The masonry of the Dassan bridge, 13 spans of 100 feet, is nearly ready for the girders. The other bridges are practically finished. 83 per cent. of the ballast is collected. The bottom ballast has been spread, and from Jhánsi to the Betwa, 8 miles, the rails have been laid. The stations and buildings are in hand.

Jhansi-Manikpur Branch, Banda Division.

The earthwork is practically finished. The masonry of the Ken bridge (12 spans of 100 feet and 1 of 250 feet girders) is complete. Of minor bridges, 28 are finished, 30 nearly finished and 18 are in progress. Four-fifths of the ballast is collected, and the stations have been commenced.

Jhansi-Manikpur Branch, Karwi Division.

The earthwork is completed. The large bridges between Manikpur and Karwi are completed with girders and the rails are laid through. Between Karwi and Banda the Paisani, the Barwa and the Thothi bridges are completed. On the Bagain bridge, 8 spans of 100 feet, 3 spans are erected. Of the minor bridges, 15 are in progress and all the others finished. 96 per cent. of the ballast is collected and some is spread. The rails are laid for 60 miles from Manikpur, passing the Bagain river on a diversion. The stations have been commenced.

Branch to Saugor.

A provisional sanction of Rs. 40,00,000 for this Branch was accorded by the Government of India in 1887. The works on this Division were let on contract to Messrs. Glover and Company on the 18th August 1887. About 280 lakhs cubic feet of earthwork are executed, nearly all the bridges and culverts have been commenced and masonry in most of them is well advanced. The masonry of the Dassan bridge, 4 spans of 100 feet girders, is about three-fourths done. Ballast is being collected. Saugor Station and the two miles of line approaching it still await the decision as to the site for the station, this question having hitherto presented considerable difficulties.

Jhansi Station Division.

The up and down passenger platforms are finished. The rails are laid except on the Gwalior branch. As a temporary arrangement a block of staff quarters is used as booking and telegraph offices, and another furnishes waiting-rooms for upper class passengers. A temporary waiting shed is in progress. Of Staff quarters, 5 blocks for officers are finished and 3 in hand, 6 blocks for

guards and 12 for drivers are finished, and 6 others are so far advanced as to be habitable. The Pahooj Reservoir works are in a very forward state. The engine, pumps and pipes have been received. Sufficient temporary watering arrangements are in use.

Lines under Survey or projected.

The examination of the original alignment of the branch from Etawa to Saugor has resulted in considerable improvement being effected especially at the Bunhat incline. The detailed estimates are now almost complete.

CUDDAPAH-NELLORE.

10. The Cuddapah-Nellore line is a famine protective work, which will extend from Nellore to Dharmavaram, 248½ miles, and from Pakal to Villupuram, 133½ miles. Of this the Nellore-Tirupati section, 83 miles in length, has been constructed by the State, and was opened for traffic on the 15th September 1887; the remainder of the project has been permanently located, surveyed and estimated.

The open line is being worked by the South Indian Railway Company which will also construct and work the Pakal-Dharmavaram and Pakal-Villupuram extensions of the project as soon as the necessary Parliamentary legislation, which will enable the Company to raise the required Capital and to undertake the construction of these lines, has been completed.

NORTH-WESTERN.

11. From the 6th March 1887, the North-Western Railway was, for administrative purposes, divided into the Punjab and Sind Sections: the former extending from Delhi to Peshawar, and from Lahore to Khanpur, including the Sind-Sagar Branch; the Sind Section extending from Khanpur to Kurrachee, and comprising the frontier railways.

The following are the most important of the works completed, or in progress during the year:—

Works completed.

Branch line from Meerut City station to Grain Mandi in the Sudder Bazar.

Extension of Sher Shah Branch from Ramuwala to Chenab East Bank.

Conversion of line between Malakwal and Bhera.

Ferry Branches from Kuraishi to Dera Ghazi Khan, and from Darya Khan to Dera Ismail Khan.

Surface line between Mian Mir East and Mian Mir West.

Institute at Saharunpur.

Repair of damage, caused by the floods of 1887, to the line in the Saharanpur District and the Rajpura-Patiala Branch, including eight new waterways between Umballa Cantonment and Jagadhri.

Line along the mole at Kurrachee to Kiamari practically completed as a single line.

Engine shed at Khanpur.

Works in Progress.

Complete estimates were submitted in June 1887, showing that a total expenditure of Rs. 49½ lakhs would be required for reducing to 1 in 100 the gradients between Jhelum and Rawalpindi. All construction works in this project between Jhelum and Dina, between Dina and Domeli, and between Gujur Khan and Mandra have been completed.

A Branch line from Ferozepore Station to Ferozepore City (to be worked as a siding) is in course of completion.

On the "Kaisar-i-Hind" bridge, large quantities of stone have been expended. The main bund was severely tested, and preserved with great difficulty. The interval between the spurs appears to be too great, and it may be necessary to throw out some intermediate minor spurs.

Owing to the late receipt of material, the renewals of the road with new 75 lbs. flat-footed rails were not carried out on any extensive scale. Of 119 miles of material assigned to the Punjab Section, only eight miles were laid in the road before the 31st March 1888.

A hospital building, quarters for deputy overman, and huts for the accommodation of the miners, are in course of construction at the Dandot Colliery.

Orders have been issued for the construction over the River Chenab at Sher Shah of a bridge consisting of 17 spans of 200 feet girders. Arrangements were made in November 1887 for collecting materials, and by October next it is expected there will be sufficient material ready to allow of the bridgework being vigorously prosecuted.

A new station was commenced at Kotri and is now in progress.

On the Sukkur Bridge the year commenced with the anchors fixed, but further progress was practically suspended, pending the arrival of ironwork. The bed-plate for the Bhakkar cantilever arrived at the end of May, but for want of certain pieces the erection of No. 3 strut could not be begun until October. By the end of the official year the horizontal tie on the Bhakkar side had been fixed, and the triangle completed.

On the Rohri side no ironwork was received until November. The bed-plates, guys and large pillars have been rivetted, and No. 3 strut is well in hand. It is expected that the bridge will be completed early in 1890.

Lines under survey or projected.

Two alternative routes have been investigated for an extension of the line from Peshawar to Jamrud close to the mouth of the Khyber Pass, and a third, since proposed by the Quarter Master General, is about to be surveyed.

A detailed survey of the ground in the vicinity of Madeji Station was necessitated by the encroachment of the Indus, and a diversion, about 5 miles in length, which it is hoped may not be needed, was marked out.

Estimates are under preparation for increased watering arrangements and sidings wherever necessary for a heavy troop traffic.

The chief events of the year on the North-Western Railway were the following:—

"Kaisar-i-Hind" Bridge.

The "Kaisar-i-Hind" bridge over the Sutlej at Ferozepore was opened for traffic on the 8th May 1887, and cart and passenger traffic has been passed over it since the 22nd August 1887. This completes the connection between the North-Western Railway and Rajputana-Malwa Railway *vid* Ferozepore. The abutment block-houses have also been completed.

Conversion of the metre-gauge Salt Branch line.

The conversion of the line between Malakwal and Bhera, from metre to broad gauge, has been practically completed.

"Victoria" Bridge.

The "Victoria" bridge over the Jhelum at Chak Nizam was opened on 16th May 1887.

Sind-Sagar Railway.

The Sind-Sagar Railway, Western Section, was included in the North-Western Railway system on the 15th August 1887.

The Branch line from Mahmúd Kot to Kuraishi (Ghazi Ghât) was opened for traffic on the 1st April 1887.

The main line between Malakwal and Bhakkar was opened for traffic on the 15th August 1887.

The ferry branches Kuraishi (Ghazi Ghât) to Dera Ghazi Khan, $3\frac{1}{4}$ miles, and Darya Khan to Dera Ismail Khan, $5\frac{3}{4}$ miles, were opened for traffic on the 10th February 1888.

A loop line has been made for military purposes between Mian Mir East and Mian Mir West, but has not yet been used for general traffic; and a spare pontoon has been supplied at Sukkur in connection with the ferry arrangements.

A small spur has also been constructed on the Sukkur side of Bukkur Island, which has been most successful in keeping open the channel, which had shown signs of silting up.

Sind-Pishin section.

In April 1887, a Notification was issued by Government ordering that the railways extending from Ruk Junction on the North-Western Railway to Sibi and from Sibi by alternative routes *viâ* the Bolan and Harnái valleys to Bostan, with extensions to Gulistan and Killa Abdulla, should in future be known as the Sind-Pishin section of the North-Western Railway; the line Ruk-Sibi-Harnai-Bostan-Killa Abdulla being styled the main line, and the Sibi-Rindli-Darwáza-Quetta-Bostan line the Quetta Loop. In February 1888, the Chaman extension was incorporated in the Sind-Pishin Section of the North-Western Railway.

Main line.

In the last report it was stated that the rails were linked through to Quetta on 14th March 1887, and that an engine ran through, the same day. Since then the whole of the Frontier lines between Sibi and Killa-Abdulla, both *viâ* Hurnai and up the Bolan Pass, have been opened for public traffic, and the following works have been nearly completed at all stations on the main line of the Sind-Pishin Section:—

(1) A second loop siding.

(2) A second water column and ashpit.

(3) Increase of storage for water to 12,000 gallons.

(4) Increase of water supply to at least 30,000 gallons at roadside stations and 100,000 gallons at Harnái, Shárig and Bostan.

(5) Catch sidings to protect all stations with 1 in 45 gradients above them.

(6) Slip sidings at lower end of all stations to prevent wagons running out of stations accidentally when being shunted.

A loop siding has been added at the summit above Kach, to enable pushing engines of ascending trains to be placed in front of a train in either direction.

A landslip into a cutting having blocked the line above Dirgi, a "cut and cover" with circular lining was built, and has so far been successful in keeping this section of line open.

The ballasting near the spiral curve is now nearly completed, and the embankments brought up to formation height and proper width. The heavy winter snows and rain have done much good in consolidating the earthwork at the expense of temporarily damaging the road.

At Harnái it has been decided to keep to the station site originally settled on. The approval of the Military authorities has been given to this course.

The Railway from Shárig to Quetta was used for transport of goods to relieve the Bolan Railway from the 1st July 1887; and owing to the Bolan being blocked by a flood on the 11th August, sanction was obtained to open the Sind-Pishin for passenger traffic on the 28th August. The time taken by this route being 14 hours from Sibi against 10 hours by the Bolan, mails and passengers still continue, as a rule, to be taken by the latter route.

Bostan-Gulistan.

At the beginning of the year the Bostan-Gulistan section was unballasted, and the principal bridge, that over the Pishin-Lora, was not commenced; no station buildings existed at either Sirinao, Lora siding, or Gulistan Junction, and only temporary watering arrangements at Syed Yaro.

On the 1st July 1887, sanction was accorded to the design for the Pishin-Lora bridge consisting of 3 spans of 100 feet and two abutment spans of 40 feet,

with piers founded on masonry wells. Work was commenced on the 20th June; and the bridge was available for the passage of the train of His Excellency the Viceroy on his visit to Quetta in November. The abutment spans are being widened to carry wheeled traffic. The bridge was passed for traffic on 10th January 1888, and the whole extension from Bostan to Killa Abdulla was opened on the 5th February 1888. Station Offices and Staff Quarters are being erected at Sirinao and Lora Stations, and low wooden platforms instead of masonry ones. Watering appliances are being provided at Syed Yaro and Gulistan Junction only. Water at intermediate stations is difficult to procure in any quantity and is of very bad quality.

Gulistan Branch.

The extension of the railway through the Khwaja-Amran range renders unnecessary for military purposes the 3½ miles of line from Gulistan Junction to Gulistan Karez, and this short length will be taken up.

Gulistan to Killa Abdulla.

At the beginning of the year the earthwork and platelaying of the length of 10 miles from Gulistan Junction to Killa Abdulla had been done; and until the route for the further extension of the Railway was decided on, it was deemed best to limit expenditure on works.

As originally laid out, this section ended in the plain outside the hills, two miles from Killa Abdulla Post; but when the Khojak tunnel was approved of sanction was also conveyed to effect a realignment from the 4th mile and to extend the railway to Killa Abdulla Post itself. The earthworks, bridging and ballast of the realignment are now nearly complete.

The Killa Abdulla Station yard is laid out and all rails laid, platform and ashpits built, water columns erected, and water laid on. The combined building for Station Office and Staff Quarters is well forward, and the line was opened for traffic on the same date as the Bostan-Gulistan Section.

An alteration of the Gulistan Junction Station has also been sanctioned.

Khwaja-Amran Surveys.

The surveys referred to in paragraph 14 of last year's Administration Report, as having been ordered by the Government of India in February 1887, were commenced in March of that year. Three survey parties were formed: one to examine the Khojak Pass, the second the Sanzal ravine, and the third the Gwaja Pass.

It was apparent by the end of April that for the Abt system the choice lay between the Gwaja and the Khojak routes, and further survey of the Sanzal route was abandoned. Subsequent examination of the Khojak proved that a line of railway, with a 2½ mile tunnel and ruling gradients of 1 in 40, would not cost so much as had been previously estimated, and the Government of India sanctioned the preparation of another project which was completed early in July, and was finally recommended for adoption, with curves of a minimum radius of 819 feet, and ruling gradients of 1 in 40.

Chaman extension.

On the 23rd November 1887, telegraphic sanction was received to the above Project, and on the 8th December further sanction for the crossing of the range by temporary expedients while the tunnel was in progress.

A Construction Staff was immediately collected and work was at once started, and by the 31st March 1888, progress as follows had been made :—

Earthwork nearly completed for double line to mile 14, *i.e.*, four miles beyond Killa Abdulla, and well forward for another two miles.

Bridges over the different branches of the Sanzal river near Killa Abdulla were well forward.

Ballast collected for 8 miles.

The rails were laid for a distance of four miles beyond the new Killa Abdulla Station on the permanent formation and in the river bed for a temporary line for 4¾ miles further up to Shela Bagh, the eastern entrance to the main tunnel.

Owing to the severity of the winter, during January and February, but little could be done at the main tunnel, and nothing to the work for the rope incline over the summit of the Pass. One Engineer's quarters, one Subordinate's quarters, and some workmen's shelters were ready before the severe weather set in; and this enabled the following work to be got through.

The excavation of the cutting at east entrance is about half done. Number one (East) shaft is down 20 feet, and masonry lining completed to ground level. Number two (West) shaft is 35 feet deep and into rock, and ready for masonry lining; small shafts are sunk at each portal through the shingle to tunnel level without rock being met with.

In March the Staff of European miners, tunnellers, and electricians, which had been collected in England, arrived. These have already got the small shaft at the East face timbered, and ready to begin the heading.

The old tunnel plant under repair is ready as far as possible.

Kachh-Quetta Surveys.

In September 1887, at the desire of the Military authorities, sanction was given to a survey for a line of Railway from Quetta to a point between Kachh and Fuller's Camp Station, behind the Takatu range. The field work was completed by the end of October; but as the Staff was required for the Chaman Extension works, the plans and estimates are being prepared as opportunity permits, and will be ready probably by July 1888. The country is difficult and a Railway would be very costly.

Quetta Loop.

The line from Sibi to Quetta *viâ* the Bolan, now known as the Quetta Loop, was opened for traffic on the 1st April 1887, and being the shorter route to Quetta is generally used for passengers, troops and mails. Since opening, new stations at the 25th and 32nd miles have been added.

On the Quetta plateau, the gradients at two places, one north of Quetta, the other west of Bostan, have been flattened from $\frac{1}{80}$ to $\frac{1}{100}$.

At Quetta the plans for Commissariat and troop sidings were prepared in communication with the Military authorities. The revised plans and estimates having received the sanction of the Government of India, the works were put in hand and will be completed at an early date.

Bolan High Level line.

The metre gauge link between Hirok and Kotal-Durwaza having been found inconvenient, two alternative projects were submitted for its conversion from metre to broad gauge:—

(1) A "high level" route with curves of 819 feet radius and a ruling gradient of 1 in 25, estimated to cost 13⅔ lakhs of rupees, exclusive of the Abt rack, or Rs. 15,51,758 with it.

(2) A "low level" route with curves of 600 feet radius and a ruling gradient of 1 in 20, estimated to cost 10½ lakhs of rupees, exclusive of the Abt rack.

Eventually the high level route was sanctioned by the Secretary of State, and in order to test the Abt system, one mile of it was laid experimentally with the Abt rack and is nearly ready. The remaining seven miles of the high level route are well in hand, the earthwork being about half finished and the bridges in progress.

Lines under Survey.

A survey is in hand for a permanent line between Kirta and Pirchowki on the Bolan temporary line, and is almost completed.

WARDHA COAL.

12. The Institute and Reading-room with Recreation ground, commenced last year for the use of the Railway and Colliery Staff, were completed on 31st December 1887 and 31st March 1888, respectively.

Additional sidings to accommodate coal wagons were completed in December 1887.

BENGAL CENTRAL.

13. The Bengal Central Railway continued to be worked by the State, the Company maintaining the line under the supervision of their Agent. The traffic improved during the year, and the goods offered showed a great advance on the results previously attained. The Flotilla, under the management of Messrs. Hoare, Miller and Company, showed a large increase in earnings, but the traffic was hampered during a portion of the year by the closing of the Alipore Canal for repairs. The point of despatch for the Magura service was transferred from Khoolna to Nawapara on 1st April 1887.

KATNI-UMARIA.

14. The independent working of this outlying branch being attended with inconvenience, arrangements have been concluded for its transfer to the Bengal-Nagpur Railway Company.

BAREILLY-PILIBHEET.

15. This short branch continued to be worked throughout the year by the Rohilkhand-Kumaun Railway Company. The line was maintained in good running order throughout, and sustained no damage from floods or other causes.

LUCKNOW-SITAPUR-SIHRAMAU.

16. On the Lucknow Section a number of uncompleted capital works were finished. At Lucknow the junction arrangements with the Oudh and Rohilkhand Railway for passenger traffic were completed and additional accommodation was provided for Police. At the Lucknow City Station a siding was constructed leading into the Forest Depôt. Ballast, sufficient to bring the supply up to the standard required, was collected and stacked along the line.

The Sitapur-Lakhimpur Section was inspected and opened for public traffic on the 15th April 1887.

The section of the line, Lakhimpur to Gola Gokaran Nath, was opened to public traffic on the 4th December 1887.

Beyond Gola Gokaran Nath earthwork and culverts have been finished, and 5½ miles of rails laid for the use of the Forest Department.

EASTERN BENGAL.

17. On the 1st April 1887, the Northern Bengal, the Kaunia-Dharlla and the Dacca Railways were amalgamated with the Eastern Bengal Railway; and on the 1st July 1887 that portion of the Assam-Behar Line, which was opened for public traffic, was also placed under the same administration. The combined lines, aggregating 802 miles, are now called the "Eastern Bengal State Railways."

In addition to this there is the Steamer Service between Náráyainganj and Goalundo, about 100 miles; the Steamer Service between Diamond Harbour and Tumlook, 25 miles; and the extensive Ferry on the Pudda at Dámukdea, 2 miles; the Teesta-Dharlla, and Brahmaputra ferries aggregating 42 miles. Thus the total length under the Administration is 971 miles. The numerous breaks of bulk which occur, and the shortness of lead which is frequently involved, render the duties of supervision more arduous than on lines of much greater extent without breaks at rivers, constantly changing river termini, and the numerous branches which are included in this system of Railways.

The following is a brief notice of works in hand during the year:—

The extensive alterations in the Chitpore yard, including the overbridge on the Chitpore road, the marshalling sidings at Belgáchhi and the accommodation for the Port Commissioners, were completed during the year, and the additional accommodation supplied, has enabled the very large traffic to be dealt with more conveniently.

The Chitpore low level branch was finished, a little ballasting alone remaining to be executed.

The overbridge on the Belgáchhi road was completed, except the stone metalling of the approaches which is deferred until the earthwork is consolidated.

A water-tower with piping and hydrants complete has been ordered for the protection of the Chitpore yard from fire, and the supply of water to engines. This work was nearly completed.

The branch line to Kidderpore Docks was completed during the year for a single track; the bridge over Tolly's Nullah was finished, and the Ballighatta overbridge was opened for road traffic.

The junction arrangements at Naihâti were carried out as originally agreed on, by the erection of the remaining staff quarters for the Station Master, Yard Foreman, clerks and menials. Some additional sidings were put in, and an overbridge for foot passengers was erected.

Quarters for the staff were built at Kanchrapara, Naihâti, Narculdanga, and other stations on the line.

Operations in connection with the new workshops at Kanchrapara were pushed on vigorously during the year, and the following buildings were completed: paint shop, machine shop, erecting shop, boundary wall, iron wagon repairing shop. The sidings were all remodelled, and an independent approach by rail from the station to the workshops was provided. The new watering arrangements were completed and connected with the supply for the shops.

A new station was built at Kankenara, between Shamnagar and Naihâti, and a branch line 3,316 feet long, was laid to the Kankenara mills; the latter work was executed at the cost of the Kankenara Company.

Three new bridges between miles 55 and 59 on the Eastern Section with a total waterway of 1,000 lineal feet, were under construction during the year, the two more important ones, each consisting of 10 spans of 40 feet were nearly completed, and the third will be finished before the coming monsoon. With this additional waterway it is hoped that the line will be secure from the effect of future floods on the Nuddea rivers.

8¼ miles of the Eastern Section were relaid with steel rails weighing 73 lbs. to the yard.

The work of substitution of 4″ axles for the 3¼″ journal ones previously in use was continued during the year.

On the Northern Section the carriage shed for spare stock at Siliguri was completed, and also the remodelling of the Saidpur yard. The extra sleepering and renewal of sleepers on the bridges made good progress.

It was decided to relay a portion of this section with steel rails weighing 50 lbs. to the yard, and 28 miles with the necessary fittings were obtained from England for the purpose.

The renewal of ballast was proceeded with, and 9,89,538 cubic feet were spread during the year.

On the Kaunia-Dharlla Railway the substitution of iron pile and girder bridges for the wooden ones now in the road was postponed pending the settlement of the question of extension of the metre gauge line in the direction of Dhubri. Necessary repairs to the wooden bridges were carried out, and no works of any importance were executed on the line.

On the Dacca Section the ballasting of the line was continued so far as the funds available would admit, and the additional culverts at miles 26½, 48⅛ and 74½ were built. Additional goods-shed accommodation was provided at Mymensing Ghât, and some minor alterations were effected at Náráyainganj in the sidings leading to Messrs. Ralli and Messrs. David's press-houses.

The new arrangement for working at Goalundo proved to be successful in practice, and a quantity of goods, much in excess of that dealt with in any previous season, was handled without very serious difficulty. The passenger traffic and the steamer goods were worked at the north face branch

from Rajbári ; and although the sidings had to be extended for about a mile-and-a-half on account of the formation of a bar in the river, there was otherwise no very great inconvenience, and the question of a return to old Goalundo did not arise. This latter procedure would, however, have been impracticable, as old Goalundo ceased to exist; the erosion during the freshets exceeded all previous experience, and carried away no less than 1½ miles of land between the river's bank last year and its present position. The country boat traffic was carried on with much facility on the new branch running to Pachooria six miles east of Rajbári.

The idea of extending the line to Gopalpore (near Farridpore) was abandoned after the survey had been made, as no ghât could be found with sufficient water all the year round to admit of operations being carried on. The only surveys undertaken during the year were one of the river Pudda from Ryta, a point above Dámukdea, to a point below Goalundo, and one for a line in extension of the Kidderpore Dock line to the Petroleum Depôt at Budge-Budge.

Assam-Behar Section.

The 38½ miles between Manihári Ghât and Kasba, in the Purneah District, the opening ceremony of which was performed in March, were opened for traffic on the 1st of April 1887, and 31¾ miles between Dinagepur and Raigunge, including the Poornobhoba bridge, were opened on the 15th of February 1888, making a total of 70 miles opened for traffic during the year. The rains of 1887 being exceptionally heavy, considerable injury was done to earthwork and culverts in the latter section, necessitating increased waterway and the raising of the banks. Work was also prosecuted on the Purneah branch, from Kasba towards the Kosi river, the old banks being completed.

Dinagepur Extension.

From Raigunge westwards, the banks were also injured by the heavy rains. Well sinking has been pushed on in the Mahanadi and Kunkur bridges, difficulty having been experienced in the foundation of the latter owing to bands of hard clay which are encountered at intervals. Platelaying has been completed eastwards from Katihar, the junction of the Dinagepur extension with the Purneah branch, as far as the Kunkur river, and all bridges and stations in this length have been built.

Dhubri Survey.

An additional survey had been made with reference to the possible extension of the Assam-Behar system to Dhubri, more especially as regards the crossing of the four large rivers Teesta, Dharlla, Lankas and Gungadhur.

TIRHOOT.

18. During this year a portion of the Kosi Extension from Nirmala to Baptiahi, a length of 10 miles, was completed, and opened for goods traffic on the 15th November 1887, and for passengers on the 1st January 1888. The construction of the section from Baptiahi to Pertabgunge (14 miles) is progressing rapidly. The opening of this length will complete the Tirhoot State Railway up to the River Kosi.

BURMA.

19. No works of importance have been carried out during the year on the line open to traffic. The large number of suburban and other trains which now pass over the single line between Inscin and Phayre Street Stations at Rangoon, will probably necessitate the doubling of that section of the line.

Open line.

Toungoo-Mandalay Extension.

At the commencement of the official year 1887-88, the progress on the Toungoo-Mandalay Extension stood as follows :—

Construction had been simultaneously commenced northwards from Toungoo and southwards from Mandalay, and was in hand on the first 60 miles from Toungoo and on the last 40 miles into Mandalay. Of the intervening

120 miles, 48 miles at the southern end had been surveyed and located, and the remaining 72 miles were being located. Construction was started on these 48 miles in the end of April, and on the 72 miles in June 1887.

Divisions. The total length of main line, (exclusive of sidings, and of extensions at Mandalay into the City and to the river bank,) is 220 miles ; this has been divided into seven Divisions, as under :—

1st Division	...	...	...	...	30·0	Miles.
2nd „	...	...	...	...	29·5	„
3rd „	...	...	...	...	26·9	„
4th „	...	...	...	...	29·1	„
5th „	...	...	..	...	47·9	„
6th „	...	...	...	...	45·8	„
7th „	...	...	...	...	10·7	„
			Total	...	219·9	„

The progress made up to the end of the official year, is shown below by Divisions.

1st Division. This Division is very nearly complete, and will be handed over shortly to be worked. It has been necessary to raise the formation in 3 or 4 places, and to increase the waterways. The wells of the Swa bridge (three spans of 100 feet and one of 40 feet) have been very difficult to sink on account of the amount of driftwood met with in the bed of the stream. All openings above 6 feet have girders and are adapted for passage of wheeled artillery.

2nd Division. The earthwork is practically complete, but it will take a few weeks yet to complete ballasting, bridgework and stations up to Pyinmana, 59 miles from Toungoo, so as to permit the line being opened for traffic.

It was at one time hoped that the rails would be laid as far as Pyinmana by the time the rainy season set in, but time was lost on account of want of fastenings, and heavy rain fell unusually early, so that this expectation was not fulfilled, and to this it is, in some measure, due that other works are not further advanced; another cause has been the insufficiency of wagons.

Difficulty has been experienced in sinking the wells of the Youngbin Choung bridge (one span 100 feet and two spans 40 feet) on account of driftwood ; the same trouble has also been felt at the Yani bridge of one 100 feet span.

The Ngalike bridge (three spans 100 feet and two spans 40 feet) which is north of Pyinmana Station, will be completed by the end of June.

3rd Division. Work was not started on this Division until the end of April. It lies altogether in heavy jungle, without villages, so that the question of labour has been a difficult one, and for several months of the year it is excessively unhealthy.

The earthwork has been practically finished, and shingle ballast sufficient to ballast the whole Division has been collected within the first eight miles, whence it will be railed out.

Rails have been laid throughout this Division. Bricks have been a great difficulty, as fair clay has only been found at the extreme south end of the Division, and it is necessary to do all distribution by train. It has thus been possible to make a fair start with bridging during the last month of the official year only, but the work is not very heavy, and it is expected that sufficient bricks will be burnt before the monsoon sets in.

The only large bridge in the Division is the Sinthay, five spans of 100 feet, on which well sinking has been started.

The stations and staff-quarters are in hand, and should not take long to finish

4th Division. Work was also started on this Division at the end of April.

The earthwork is complete, and a large proportion of the ballast has been collected and distributed along the line.

Bridgework has made good progress, and all the brickwork will probably be finished by June. There are no bridges of importance in this section.

Rails have been laid throughout; work has been started at all stations.

Yemethen, mile 108 from Toungoo, will be an engine changing station, and there are a considerable number of staff-quarters and other buildings to be erected here.

5th Division. Work was started on this Division in June.

The earthwork is practically complete, and a great proportion of the ballast has been collected.

Brickwork is making good progress, but in many parts there is great difficulty in getting water for the labourers and for the masonry, which hinders the work. The only large bridge on the Division is that over the Pyawbwe river, four spans of 100 feet. Well sinking has been started, but a temporary pile bridge is being constructed, in order that communications may be kept up during the rains.

Rails have been laid at the south end as far as mile 134½ from Toungoo, that is, 19 miles into the Division.

The station buildings are either in hand, or the materials are being collected.

6th Division. Earthwork has been completed throughout, and the full amount of ballast has been collected.

Rails have been laid from the north end, for 44 miles, through the Division, or 54½ miles from Mandalay, leaving a gap of 31 miles between the two railheads.

Building materials have been collected sufficient, it is believed, to finish all the bridges, and considerable progress has been made in the construction of the bridges on the northern section of 30 miles; this section was commenced in February 1887, but no work was started on the remainder of the Division until the subsequent June.

Station Buildings, Platform walls, and Permanent Staff Quarters are in hand. All building materials and ballast have to be carried by train from the neighbourhood of Kyoukse. The rails have been carried across streams on timber bridges.

7th Division. The earthwork is practically complete, and the full amount of ballast has been collected.

Rails have been laid throughout the division. In addition to the main line an extension has been made carrying the line inside the city walls, and continued for ballast purposes, as far as the Mandalay Hill; a siding, about 2 miles long, has also been made from the Mandalay Station yard to the bank of the Irrawaddy. The main line has been fully ballasted.

The Station buildings are in hand, and the bulk of the permanent Staff Quarters at Mandalay have been built. Platform walls also have been built, and the Running Shed and Well at Mandalay are in hand.

The bridges are all finished, except the Myitnge, four 150 feet spans, with a single 40 feet land span at each end. The piers of this bridge are cast iron cylinders; these have all been sunk to their full depths, and concreted, and the superstructure is now being erected. It is hoped the bridge will be finished in July.

Labour.

There have been on an average about 24,000 labourers employed daily on the works, of whom fully two-thirds have been Burmans. Excluding skilled artisans, it may be said that foreign labour has been confined to the southern 60 miles of the line.

Estimate.

During the year revised estimates were submitted for the whole extension which amount to Rs. 2,04,44,339.

JORHÁT.

20. At the beginning of the year the line was open for both passenger and goods traffic from Baraghop to Jorhát only, and for goods traffic only, from Jorhát to Dhali and from Chenimara to Mariani.

During the year the line was completed up to Titábar and the Dhali line opened for passenger and goods traffic.

CHERRA-COMPANYGANJ.

21. At the commencement of the current year the line was opened for traffic from Thárighat to Bordeokhal Bridge near Companyganj. From the 2nd of June 1887 till February 1888, traffic was confined to the line between the Thárá river and the Bordeokhal bridge in consequence of heavy damage having been caused by floods on the 2nd June 1887, when 30 inches of rain fell in 24 hours at Cherra-Poonjee. On the Hill Section there were several heavy landslips on the line and on the plains section, the end of the Thárá bridge was turned and a breach formed between the Thárá bridge and the Thárá station. This breach has been bridged and the Thárá bridge repaired; the Bordeokhal bridge is also nearly completed.

On the Hill Sections of the line it was found that the motor power for the winding machinery was not sufficient, and improved arrangements are under consideration.

MADRAS.

22. During the year under review the mileage of the Madras Railway has been increased from 828¾ to 839¼ miles by the opening for public traffic of the Palghat Branch (2½ miles) and the Calicut Extension (9 miles). The Bellary Branch (30 miles) was transferred to the Southern Mahratta Railway on 1st February, but continued to be worked by the Madras Railway Company until the 14th May 1887, when the gauge was altered from 5′ 6″ to the metre, and the working of the line was taken over by the Southern Mahratta Railway Company.

Open Mileage.

The Calicut Extension which involved the construction of 9 miles of line and the abandonment of 2½ miles, including the terminal station at Beypore, was opened for public traffic on the 2nd January 1888. The Ferok and Kallai bridges not being completed on that date, passengers were transhipped at the Ferok bridge and the train crossed the Kallai river on a diversion. The Ferok bridge, six 130-feet spans, was opened for public traffic on 5th March 1888, and the Kallai Bridge, three 130-feet spans, the work on which was delayed on account of its having been decided to carry the cylinders down to rock, is still in progress, the line in the meanwhile being worked over a diversion with a temporary bridge.

Calicut Extension.

On the North-West Line the work on the new bridge across the Penner River, consisting of 13 spans of 140 feet on cast-iron cylinders sunk to rock and filled with concrete, has made good progress. All the piers are *in situ*, and are sunk to an average depth of 39 feet, the total average depth necessary being 53 feet. The girders which are on the ground are of the modified Whipple-Murphy type.

North-West Line.

The new bridge across the Chitravoti River of nineteen 140-feet spans is also in hand, the construction of the temporary bungalows, laying the lines of rail required for the conveyance of material, and the diversion of the permanent line to approach the site of the new bridge, have made good progress.

The bridge over the Papaghui River of fifteen 140-feet spans will be deferred until that over the Penner is completed.

The Swarnamukhi bridge, three piers and four arches of which were washed away in the cyclone of 9th November 1886, has been repaired, and was re-opened for public traffic on 6th October 1887.

Great progress has been made in lengthening platforms and in adding lie-byes and loading banks where required by the traffic, and in providing additional crossing stations. The erection of staff quarters and lines for menial servants has been pushed on, and turntables adapted for the heavier engines now in use, have been erected.

Electric starting signals are now in use generally throughout the line.

An estimate for improvements and additions to Raichur Station, the Junction with the Great Indian Peninsula Railway, amounting to Rs. 13,473, has been sanctioned, and the work will be put in hand shortly.

The joint station at Renigunta Junction is now finished; and that at Guntakal Junction, which is being undertaken by the Southern Mahratta Railway, is nearly completed.

SOUTH INDIAN.

23. The protective works to the banks and bridges on this Railway, necessitated by the heavy floods of December 1884, have made good progress; the embankments in many places have been lowered and causeways laid down, in order to allow extraordinary floods to pass over the line; curtain walls and aprons have been added to several bridges, and where necessary, the waterways of existing bridges have been increased.

The principal works now in hand are:—

Raising by 5 feet the piers and girders of the Palar bridge, which consists of eighteen 120-feet spans: doubling the Tondayour bridge which is now two 100-feet spans: adding eleven 30-feet spans to the present Gingee bridge (main line): and also adding eight 40-feet spans in the 135th mile.

The 70-feet bridge in the 128th mile near Cuddalore has been replaced by a 150-feet span, and the line permanently diverted over it. The bridge was opened for traffic on the 21st October 1887.

The Station-yard at Egmore, Madras, has been considerably extended, new sidings have been laid in and the goods shed enlarged.

At Negapatam the new locomotive workshops and erecting sheds have made good progress and will be shortly completed; the arrangement of the general stores has been improved and additional accommodation given.

Temporary goods shed accommodation has been added where required and light corrugated-iron roofs have been erected on the leading banks at several stations to protect goods from sun and rain.

Permanent bungalows with store-rooms and offices for Permanent-way Inspectors are being erected at all their head-quarters, a smith's shop has been added to the erecting shed at Cuddalore, and a printing-office and tickets-store have been built at Trichinopoly.

The old 41¼ lbs. rails on wooden sleepers are gradually being replaced by new material consisting of 50 lbs. steel bullheaded rails on pot sleepers; 114 miles have now been laid in.

GREAT INDIAN PENINSULA.

24. The Victoria Terminal Station and administrative offices in Bombay are finished. Steady progress has been made in the continuous renewals of permanent-way. The doubling of the line between Bhusáwal and Khandwa, 76¾ miles, is now well advanced, and the section of 30¾ miles between Khandwa and Chándni could be opened at once if such a step were rendered necessary by the pressure of traffic. The doubling of the section from Bhusáwal to Shegaon, 64 miles, is not so far forward, owing to later commencement of work and difficulty in keeping labour on the works in consequence of the attraction of the Bengal-Nágpur Railway.

The Nesbit Lane overbridge has been completed by the Great Indian Peninsula Railway Company at the cost of the Municipality of Bombay, and is opened to traffic.

The new station at Manmád is now completed.

BOMBAY, BARODA AND CENTRAL INDIA.

25. On the Bombay, Baroda and Central India Railway proper, the pieces of double line from Kánkra Khádi to Sachin, and from Ahmedabad to Bárejadi, were completed and opened for traffic.

The new stations at Elphinstone Road and Navsári were completed during the year. At Bándra the new station was commenced and the land required for the sidings arranged for. A new station to accommodate the large pilgrim traffic at Dákor is being constructed.

The new running shed at Parel for 36 engines has been started, and is making rapid progress.

The unautomatic vacuum brake is now in use on all through passenger trains and local trains, and continues to work well.

The work of covering sand ballast with a skin of stone was continued during the year, as was the strengthening of the Wadhwan Branch between Ahmedabad and Viramgam.

OUDH AND ROHILKHAND.

Benares (Dufferin) Bridge.

26. The Dufferin bridge consists of seven spans of 356 feet and nine spans of 114 feet. The position of the work on the bridge, at the commencement of the year, was as follows :—

All the large spans were self-supporting, except Nos. 2 and 3 ; the nine small spans were not commenced, the girders being temporarily in use for the erection of the larger spans.

The main girders of No. 2 span were released from the stagings and lowered on to their bearings on the 10th of April 1887. The erection of the main girders of No. 3, or the last of the large spans, commenced on the 7th April, and they were completed and lowered on to their rockers on the 6th May, the erection and rivetting having occupied 27 working days.

By the end of the 1st week in June all the large spans had been cleared of the stagings, and the erection of the nine small spans was commenced, and was completed early in September. The bridge was officially tested on the 24th of the same month, and was opened to public traffic from the 1st October 1887. The cart-road, at this time incomplete, was inspected and opened for traffic in November, and the bridge was formally declared open by His Excellency the Viceroy on the 16th December 1887.

Northern Extension and Hardwar Branch.

At the beginning of the official year, all important works of construction on the Northern Extension and Hardwar Branch, were complete, with the exception of the bridge over the Ganges at Balawali.

Balawali Bridge.

On the 3rd May 1887, six out of the 11 spans of 256 feet of which this bridge is composed, were tested, and it was opened to public traffic on the 9th of the same month.

Benares Branch.

Upon the completion of the Dufferin bridge the Government of India transferred from the East Indian Railway Company to the Oudh and Rohilkhand Railway the branch line, six miles in length, between Moghal Sarai station and the right bank of the river Ganges, so as to ensure a continuous approach for the latter Company from Moghal Sarai to the Dufferin bridge.

The Locomotive Depôt works at Moghal Sarai were practically finished at the end of the year. The water supply from the Ganges, forming part of the project, was, however, not fully complete, but it is expected that the new supply will be very shortly available.

Chandausi Junction.

The Platform extension-shed, and additional sidings at Chandausi, for the Aligarh Branch trains, were practically finished.

Cawnpore Junction.

The new line of direct approach to the East Indian Railway passenger station at Cawnpore was completed and opened for traffic on the 21st March 1888.

BENGAL AND NORTH-WESTERN.

27. THE whole length of this Railway, as sanctioned at present, is open and consists of the following:—

	Miles.
Main line, Sonepore to Bahraich	273·58
Ajodhya Branch	20·10
Ganges Loop Line	9·34
Uska Branch	39·25
Naipálgunj Extension	33·52
Total ...	375·79

The construction of the proposed branch from Gorakhpúr to Gházipur and Benares, 134 miles, has been postponed.

The protective works to the Rapti bridge have been successful.

To enable the loop line, between Sonepore and Bunwárchak, to be used during the rains, it has been raised 4 feet above flood-level, and will be ballasted and completed like the rest of the permanent line. The Mahi river on this line is being spanned with a screw pile bridge of 8 spans of 62½ feet.

A new station for goods and passenger traffic was opened at Ráwatgunj on the Uska Branch.

Ten blocks of 20 quarters for European and Eurasian guards and drivers, a schoolroom and schoolmistress's quarters, an institute with reading and recreation-room and billiard-room, and a printing-press house for the Audit Office were built at Gorakhpur.

Steam Ferries.

The materials for the appliances for the new steam ferry over the Ganges, at Dígha Ghát, have been received from England, and are in course of erection. These consist of two large steamers, four barges, each capable of carrying 23 six-ton wagons, two landing stages, two approach bridges, two winding engines, four tank locomotives, and an electric lighting apparatus. It is hoped the new ferry will be in working order by the end of next rains.

Surveys.

A preliminary survey was made for a line from Bahraich to Sitapur with a view to joining this Railway with the Lucknow-Sitapur-Pilibheet State Railway.

An alternative route *viâ* Gonda and Bahramghat is still under survey.

It is also proposed to make a survey for a branch line from Chupra to Revilganj.

ROHILKHAND-KUMAUN.

28. The line has been maintained in good running order during the year. The Haldu sleepers originally laid have not stood well, and a large number will require to be replaced by Sál sleepers.

THATON-DUYINZAIK.

29. A Foundry at Duyinzáik was completed during the year.

NIZAM'S GUARANTEED.

30. At the beginning of the year under report the state of the Railway was as follows:—

	Miles.	
Wadi to Secunderabad	121	opened to public traffic in 1874.
Secunderabad to Warangal	87	„ „ „ „ „ 1886.
Warangal to Dornakal and Mineral Branch	69½	under construction.
Dornakal to Frontier	54½	„ „
British Section	21½	„ „
Chanda Extension	160	not commenced.

Secunderabad to Warangal.

The steel rails 66¼ lbs. per yard on the new section—Secunderabad to Warangal—are wearing very well, and the steel pea-pod sleepers have given no trouble.

Warangal to Singareni.

The section of line between Warangal and the coal-fields was completed and opened for traffic on the 1st of January 1888. The completion of this section of the line proved more difficult than was anticipated last year. Labourers could not be prevailed upon to take up the work, the forests are dense, and there are very few villages.

Dornakal to Frontier.

The construction of the section of line between Dornakal and the Frontier was commenced early in January 1887, and had made but little progress up to the beginning of the year now under report. During the past year earthworks have made sufficient progress for the line to be linked in throughout, diversions being used where bridges, and embankments, are not yet finished. The works on this section have been very seriously delayed during the past three months owing to cholera, and for many weeks hardly any labourers could be induced to remain. The largest bridge required is at the Wyra river, six spans of 60 feet each.

Two more bridges—the Bugha and Cutlair—each of 3 spans 60 feet are in progress. The Bugha bridge is nearly finished, but works at the Cutlair has been delayed by cholera.

The line up to Khammameth and Dornakal will probably be opened to public traffic early in June next.

British Section.

The length of line under construction is 21½ miles between the south-east portion of His Highness the Nizam's Dominions and Bezvada.

At the beginning of the year under report earthwork had been commenced on about half the section, and a commencement had been made in the collection of materials for bridging. Most of the land required for the line had been handed over by the civil authorities. During the past year all the earthwork has been practically finished, and nearly all the bridging. The Permanent-way for the main line has been laid and completed and some of the sidings at Bezvada and at the two intermediate stations of Kondapali and Ganganapalayam. Ballast has been delivered over the whole section, but all has not been placed on the line. At Bezvada the passenger station has been built up to roof level, the ash-pit and passenger platform walls built, the well has been sunk, and masonry for Engine turn-table completed.

This section of the Railway in British Territory would have been entirely finished, had not an epidemic of cholera broken out during the closing three months of the year, which carried off many of the labourers and so disheartened the remainder, that the whole body deserted the line.

THE GAEKWAR'S MEHSANA-VADNAGAR.

31. The Kheralu Extension—7 miles—is well in hand; the earthwork is nearly finished, and the principal work, a bridge of 2 spans of 60 feet, is progressing well.

KOLHAPUR-MIRAJ.

32. Sanction has been accorded by the Secretary of State to the construction, at the expense of the Kolhapur State, of a line of Railway on the metre-gauge, from Kolhapur to Miraj, a distance of 28¾ miles, at an estimated cost of Rs. 22,72,520, and it is expected that work will commence at once.

BHOPAL-ITARSI.

33. An agreement is under consideration, under which it is proposed that the working of the Bhopal State Railway should be undertaken by the Indian Midland Railway. Pending a settlement of the terms, certain improvements, which it will be necessary to carry out on this line to adapt it for carrying the heavy traffic which will be brought upon it by the opening of the Indian Midland Railway, have been deferred. The question of provision of funds for these improvements is under discussion with the Bhopal Darbar.

KATHIAWAR.

34. A set of rules has been agreed to under which the several lines of Railway in Kathiawar, excepting the Morvi Railway, will be hereafter conducted under one general system of management. The designation of the combined system of Railways is the Bhavnagar-Gondal-Junagarh-Porbandar Railway.

Bhavnagar-Gondal. During the year one block of 17 units for menials' quarters for traffic staff at Bhavnagar has been completed.

At Dhola the iron overbridge for foot passengers has been in course of construction.

Junagarh. The Junagarh branch has been laid in to the 24th mile, and it is hoped to open the Junagarh Section in April, passing the bridge on diversion.

Dhoraji-Porbandar. Sanction has been accorded by the Secretary of State to the line from Dhoraji to Porbandar, a distance of some 67 miles, at an estimated cost of Rs. 36½ lakhs, and construction operations have been commenced.

Morvi. The permanent building for the Morvi Station and the buildings for the Locomotive Superintendent at Morvi and the Station Master at Vánkáner have been completed. Sanction has also been given by the Government of India to the extension of the Morvi Railway from Vánkáner to Rajkot, a distance of 25 miles, and construction work will shortly be undertaken.

JODHPUR.

35. The line between Marwar Junction and Marwar Páli is being raised and bridged, the causeway across the Khari Nulla having been altered to a low level bridge.

At Marwar Junction, a few quarters have been built, and the Engine-shed has been enlarged. In July 1887 the Jodhpur Durbar offered, in the event of the Government of India not constructing the railway from Ajmere to Bhawalpur, to undertake a railway from Jodhpur to Nagore (about 85 miles). The Durbar's proposal is under consideration.

LINES UNDER SURVEY OR PROJECTED.

BENGAL-ASSAM SURVEYS.

36. The object of the Bengal-Assam line is to open out a route into Upper Assam and to serve the populous and fertile districts lying east of the River Megna.

The survey of the line was first undertaken in 1882-83, and was finally brought to completion in March 1887, with the result that a satisfactory route has been found through the North Cachar Hills.

The projected line runs from the port of Chittagong *viâ* Laksan, Bhardarpur and Lumding to Makum on the Dibru-Sadiya Railway, and includes branches from Laksman to Chandpur on the River Megna and from Lumding to Gauhati.

The total length of the line and branches is 742 miles, estimated to cost 651½ lakhs.

BANNU RAILWAY SURVEY.

37. In order to ascertain the best means of connecting Bannu with the Sind-Sagar Section of the North-Western Railway, the Government of India, in September 1887, ordered the following surveys to be put in hand during the cold season of 1887-88 :—

(1) From Kalabagh northwards to Lachee on the Kohat-Bannu Road.

(2) From Kalabagh *viâ* Laki, southward.

(3) From Dera Ismail Khan to Bannu direct.

(4) An examination of the hills between Kalabagh and Bannu, to ascertain the feasibility of communication between these places *viâ* the left bank of the Kurram river.

BENARES-PURI.

38. The Secretary of State has decided that both the Northern Section of this project, from Moghal Sarai to Purulia (388 miles), and the Southern section, from Panchpara to Puri (230 miles), should be left to be constructed by private enterprise.

GODHRA-RUTLAM.

39. The Bombay, Baroda and Central India Railway Company having represented that the main line from Ajmere to Ahmedabad would shortly be unequal to the traffic, and that it would be more economical to carry out the project of prolonging the Godhra Branch to Rutlam on the Malwa Railway, than to double the main line, a resurvey of this work was undertaken in 1886-87, and a complete project submitted for a railway on the 5′ 6″ gauge, amounting to Rs. 1,34,11,599. It is, however, considered that the carrying capacity of the Rajputana-Malwa line has not yet been fully worked up to, and as the Indian Midland Railway, when opened, will provide an additional route to Bombay from Agra and its neighbourhood, which will relieve the Rajputana-Malwa Railway of some of its traffic, it has been decided not to carry out the Godhra-Rutlam project at present.

KANARA SURVEY.

40. A project for placing the forests in North Kanara in direct communication with the markets now opened by the extension of Railways in the Southern Mahratta country, was approved by the Government of India, and the survey of a short railway line leaving the Southern Mahratta Railway at or near Nagargalli Station, where a depôt would be established, and carried through the Dandelli Forest as far as the Goond plateau, is now being undertaken.

JAMMU AND KASHMIR.

41. In 1885 the construction of a line was sanctioned from the terminus of the Sialkot Branch of the North-Western Railway to Jammu in Kashmir territory. Subsequently the project fell through, owing to some difficulty about the funds being provided by the Kashmir Durbar. In December 1887, however, the project was again discussed and a satisfactory arrangement having been made with the Maharaja of Kashmir, sanction was accorded to the commencement of this extension from Sialkot to Jammu. The whole distance is 24¾ miles of which 8¾ miles are in British territory and 16 miles in Kashmir territory. The estimated cost of the whole line is Rs. 12,51,616 or Rs. 50,840 per mile (excluding provision for rolling-stock) for a line on the 5′ 6″ gauge. The line is to be constructed with funds provided by the Durbar, and when completed, it is in the first instance to be worked by the North-Western Railway.

KALKA-SIMLA.

42. Proposals have been made by various promoters for the construction of this line, either by itself, or as part of a larger scheme. The matter is now under the consideration of the Secretary of State.

DEHRA DUN.

43. The Government of India have recently extended up to the 31st March 1889, the term during which the capital required for the projected line of railway must be raised by the Dhera Dún Railway Association.

PATIALA-BHATINDA.

44. In February 1887, at the request of the Patiála Council of Regency, a survey was ordered for extending the Rajpura-Patiála Branch from Patiála to Bhatinda. The line originally selected by the Council of Regency was 99 miles in length, passing by Manera, Talwandi, Sonam and Bhikki, the object of this circuitous alignment being to keep the Railway entirely within the Patiála territory.

In October 1887, another survey was ordered for a more direct line passing by Nabha, Burnala and Rampura to Bhatinda. This survey, 92¼ miles in length, was commenced at the beginning of December, and the field work was finished by the end of January. The country generally is very flat, occasional hills of shifting sand being met with from 20 to 30 feet in height.

A preliminary estimate for this latter alignment has been prepared.

BHATINDA-BHAWALPUR SURVEY.

45. In January 1888 orders were given by the Punjab Government for the survey of a line of railway from Bhatinda to Minchinabad, a distance of 80 miles. This forms part of a line proposed between Bhatinda and Baháwalpur, a distance of 205 miles, which when completed would shorten the distance now run over by the North-Western Railway between Umballa and Karachi *viâ* Mooltan, by about 127 miles. A trial survey was commenced in the middle of February, and the field work was completed by the end of March.

STATE RAILWAY SURVEYS IN MADRAS.

46. The only work now in progress on the Guntakal-Hindupur Extension is the completion of the land plans with a view to the settlement of some outstanding claims by land-owners.

Guntakal-Hindupur Extension.

For the Cuddapah-Nellore Extensions the State Railway Survey staff has been transferred for the time to the South Indian Railway Company, who have undertaken to construct these lines as soon as the requisite powers for raising the capital have been obtained. The staff is now engaged in marking out the line with a view to the early transfer of the land. The indents for the permanent-way have been sent forward, and every thing is in readiness for construction as soon as sanction is received.

Tirupati-Dharmavaram and Villupuram-Pakal Lines.

The preliminary surveys and estimates for Palghat-Dindigal, Porto Novo-Salem, and Madura-Pamban projects have been completed.

Palghat-Dindigul, Porto Novo-Salem and Madura-Pamban.

A preliminary survey and estimate for this line have been prepared, and as soon as the Local Authorities Loan Bill has received the assent of the Governor-General in Council, arrangements will be made for a working survey and estimate to be prepared and for the construction of the line.

Mayavaram-Mutupet.

In accordance with instructions from the Secretary of State a draft modification of section 54 of the agreement executed between the Secretary of State and the Nilgiri Railway Company, so as to empower the Company to raise their Capital in England, has been prepared.

Nilgiri Railway.

Negotiations have, it is understood, been opened between the Travancore Durbar and the South Indian Railway Company, regarding the construction of this line independently of Government support.

Tinnevelly-Quilon.

Statement showing the annual progress made in the length of

RAILWAYS.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.
STATE IMPERIAL.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
East Indian ...	...	37½	120½	120½	120½	139½	286½	370½	560½	871½	927	1,098	1,121½	1,121½	1,347	1,347	1,347	1,347
Benares Branch ...	...	...	...	...	...	...	...	...	...	6	6	6	6	6	6	6	6	6
Rajputana-Malwa (a) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Áteri ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sindia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dhond-Manmád ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Patna-Gya ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal-Nágpur ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dildárnagar-Gházipur ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mysore ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Southern Mahratta ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Indian Midland ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bellary-Kistna ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cuddapah-Nellore ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
North-Western ...	...	...	...	...	...	...	...	...	109½	141½	154½	154½	362½	366	412½	412½	630½	666½
Wardha Coal ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal Central ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Katni-Umaria ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	...	37½	120½	120½	120½	139½	286½	370½	670½	1,019½	1,087½	1,258½	1,490½	1,493½	1,765½	1,765½	1,983½	2,019½
STATE PROVINCIAL.																		
Bareilly-Pilibheet ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lucknow-Sitapur-Sihrámau ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eastern Bengal (System) (b) ...	...	...	...	...	...	...	...	...	...	124½	137½	137½	137½	137½	137½	140	140	140
Nalhátí ...	...	...	...	...	...	...	...	...	...	...	27½	27½	27½	27½	27½	27½	27½	27½
Tirhoot ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Amritsar-Pathánkot ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Burma ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jorhát ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chera-Companyganj ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	...	...	...	...	...	...	...	...	...	124½	165	165	165	165	165	167½	167½	167½

(a) Includes the Cawnpore-Achnera Railway.
(b) Includes the Northern-Bengal, Kaunia-Dharlla, Dacca and Assam-Behar Railways.

Railways open for public traffic in India since their commencement.

1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	RAILWAYS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	STATE IMPERIAL.
1,497½	1,497½	1,497½	1,497½	1,497½	1,497½	1,497½	1,497½	1,498½	1,498½	1,498½	1,500½	1,503	1,503	1,508½	1,513½	1,513½	East Indian.
6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	Benares Branch.
...	...	91½	329	465½	536½	536½	632½	751	1,050½	1,254½	1,254½	1,398½	1,663	1,667½	1,667½	1,667½	Rajputana-Malwa (a).
...	...	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	Pátri.
...	...	...	...	...	...	...	34	66½	66½	74½	74½	74½	74½	74½	74½	74½	Sindia.
...	...	...	...	...	...	...	145½	145½	145½	145½	145½	145½	145½	145½	145½	145½	Dhond-Manmád.
...	...	...	...	...	...	...	...	57	57	57	57	57	57	57½	57½	57½	Patna-Gya.
...	...	...	...	...	...	...	...	...	53	98	149	149	149	149	149	149	Bengal-Nágpur.
...	...	...	...	...	...	...	...	...	12	12	12	12	12	12	12	12	Dildárnagar-Gházipur.
...	...	...	...	...	...	...	...	...	...	58	86	87	140	140	139½	139½	Mysore.
...	...	...	...	...	...	...	...	...	...	...	...	40½	214	315½	597½	763½	Southern-Mahrátta.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42	137	Indian Midland.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	90	Bellary-Kistna.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	83	Cuddapah-Nellore.
666½	663½	663½	663½	725½	766½	766½	1,267½	1,267½	1,544½	1,679½	1,732½	1,785½	1,785½	1,792	2,058½	2,386	North-Western.
...	...	...	18½	18½	18½	46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	Wardha Coal.
...	...	...	...	...	...	...	...	...	...	...	20	114	125½	125½	125½	125	Bengal Central.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37	37	Katni-Umaria.
2,170	2,166½	2,280½	2,536½	2,735½	2,847½	2,875½	3,652½	3,861½	4,502½	4,952½	5,106½	5,442½	5,944½	6,062	6,694½	7,455½	Total.
																	STATE PROVINCIAL.
...	...	...	...	...	...	...	...	...	...	...	...	...	36	36	36	36	Bareilly-Pilibheet.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	55½	104½	Lucknow-Sitapur-Sihámau.
185	185	185	187	186½	187	321½	419	429½	430½	453½	483	504½	529½	606½	606½	676	Eastern Bengal (System (b).
27½	27½	27½	27½ (c)	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	Nalhati.
...	...	...	53	45	45	79	79	85	85	85	85	193	227	225½	245½	259	Tirhoot.
...	...	...	...	...	...	...	...	...	...	...	...	51	65	65	65	64½	Amritsar-Pathánkot.
...	...	...	...	...	...	161	161	161	161	161	161	254	254	327	327	333	Burma.
...	...	...	...	...	...	...	...	...	...	...	...	...	26½	29½	26½	30½	Jorhát.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7½	7½	Chera-Companyganj.
212½	212½	212½	267½	258½	250½	588½	686½	702½	703½	726½	756½	1,029½	1,165½	1,316½	1,397½	1,538½	Total.

(a) Opened for famine relief grain traffic only during this year.

Statement showing the annual progress made in the length of

RAILWAYS.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.
GUARANTEED COMPANIES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
MADRAS	...	...	...	65	80½	95½	95½	137	206½	447½	477½	570	609½	643½	643½	675½	735½	781½
SOUTH INDIAN	...	...	...	...	...	...	...	...	48½	82	82	82	100½	145½	162½	185½	185½	185½
GREAT INDIAN PENINSULA ...	20½	33½	40½	87½	87½	193½	244½	297	437½	495	552½	585½	701½	815½	852½	873½	873½	1,258½
BOMBAY, BARODA AND CENTRAL INDIA	...	...	...	...	...	...	...	35	134	167½	185	305½	305½	305½	305½	306½	307½	312½
OUDH AND ROHILKHAND ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42	42	42	42
TOTAL ...	20½	33½	40½	152½	167½	289	339½	469	917½	1,191½	1,297½	1,543	1,717½	1,910½	2,006	2,083½	2,144	2,580
ASSISTED COMPANIES.																		
DARJEELING-HIMALAYAN ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
DEOGARH	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BENGAL AND NORTH-WESTERN ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TÁRAKESHWAR	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
ROHILKHAND-KAMAUN ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
THATÓN-DUYINZÁIK ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
DIBRU-SADIYA	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
FOREIGN STATES.																		
PONDICHERRY	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
WEST OF INDIA PORTUGUESE...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
NATIVE STATES.																		
THE NIZAM'S GUARANTEED ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
KHÁMGAON	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
AMRÁOTI	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
THE GAEKWAR'S	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
THE GAEKWAR'S MAHSÁNA-VADNAGAR	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BHOPAL-ITÁRSI	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BHAVNAGAR-GONDAL ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
KORVI	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
UDIPORE	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
RAJPURA-PATIÁLA	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
TOTAL FOR ALL RAILWAYS ...	20½	71	170	272½	288½	428½	626½	830½	1,587½	2,335½	2,550	2,966½	3,372½	3,568½	3,936½	4,016½	4,294½	4,775

Railways open for public traffic in India since their commencement—concld.

1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	RAILWAYS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles	Miles.	Miles.	Miles.	GUARANTEED COMPANIES.
830½	830½	858	858	858	858	858	857	857	858	858	861½	860½	860½	860½	828½	839½	MADRAS.
185½	185½	185½	185½	281½	474½	599½	612½	633	653½	653½	653½	654½	654½	654½	654½	654	SOUTH INDIAN.
1,273½	1,278½	1,278½	1,278½	1,278½	1,278½	1,280½	1,280½	1,287½	1,288	1,288	1,288	1,288	1,288	1,288	1,288½	1,288½	GREAT INDIAN PENINSULA.
349½	389½	389½	406	407½	416½	421½	421½	421½	421½	421½	438½	438½	438½	438½	438½	438½	BOMBAY, BARODA AND CENTRAL INDIA.
42	293½	456½	540½	543½	543½	543½	546½	546½	546½	546½	546½	548½	595½	679½	686	691	OUDH AND ROHILKHAND.
2,681	2,977½	3,168	3,268½	3,369½	3,571½	3,703½	3,718½	3,746	3,767½	3,767½	3,788	3,790	3,837	3,921	3,896	3,911½	TOTAL.
																	ASSISTED COMPANIES.
...	...	...	...	...	...	...	...	...	30	50	50	50	51	51	51	51	DARJEELING-HIMALAYAN.
...	...	...	...	...	...	...	...	...	...	...	4	5½	5½	4	4½	4½	DEOGARH.
...	...	...	...	...	...	...	...	...	...	...	...	...	303	303	376½	376	BENGAL AND NORTH-WESTERN.
...	...	...	...	...	...	...	...	...	...	...	...	...	22	22½	22½	22½	TÁRAKESHWAR.
...	...	...	...	...	...	...	...	...	...	...	...	...	54½	54½	54½	55	ROHILKHAND-KAMAUN.
...	...	...	...	...	...	...	...	...	...	...	...	...	8	8	8	8	THATÓN-DUYINZÁIK.
...	...	...	...	...	...	...	...	...	...	...	15	38½	77½	77½	77½	78	DIBRU-SADIYA.
...	...	...	...	...	...	...	...	...	30	50	69	94	521½	520½	594½	595	TOTAL.
																	FOREIGN STATES.
...	...	...	...	...	...	...	...	7½	7½	7½	7½	7½	7½	7½	7½	7½	PONDICHERRY.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41	51	WEST OF PORTUGUESE.
...	...	...	...	...	...	...	...	7½	7½	7½	7½	7½	7½	7½	48½	58½	TOTAL
																	NATIVE STATES.
...	...	...	121	121	121	121	121	121	121	121	121	121	121	121	204½	274½	THE NIZAM'S GUARANTEED.
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7½	7½	KHÁMGAON.
6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5½	5½	AMRÁOTI.
...	...	20	20	20	20	20	20	40½	56½	60½	60½	58½	58½	58½	58½	58½	THE GAEKWAR'S.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	20½ THE GAEKWAR'S MAHSÁNA-VADNAGAR.
...	...	...	...	...	...	...	...	...	...	...	11½	11½	57	57	57	57	BHOPAL-ITÁRSI.
...	...	...	...	...	...	...	...	...	105	192½	192½	193	193	193½	193½	193½	BHÁVNAGAR-GONDAL.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	68	68	MORVI.
...	...	...	...	...	...	...	...	...	...	...	18½	18½	64	64	123½	123½	JODHPORE.
...	...	...	...	...	...	...	...	...	...	...	...	...	16	16	16	15	RÁJPURA-PATIÁLA.
14	14	34	155	155	155	155	155	175½	296½	387½	417½	416½	523½	548	755½	824	TOTAL.
5,077½	5,370½	5,695	6,227½	6,519	6,833	7,322½	8,212	8,492½	9,308	9,892½	10,145½	10,780½	12,000½	12,375½	13,385½	14,383	TOTAL FOR ALL RAILWAYS

CHAPTER III.

FUEL CONSUMPTION AND SUPPLY.

Fuel consumption.

THE consumption of fuel on the Indian Railways during the year 1887 compares as noted below with that during 1886 :—

Year.	Coal.		Coke.	Patent fuel.	Wood.
	English.	Country.			
	Tons.	Tons.	Tons.	Tons.	Tons.
1887 ...	*212,529	479,210	9,564	30,029	292,808
1886 ...	240,063	460,948	9,132	26,212	259,513

2. Particulars regarding the source and description of fuel in use on the principal lines, its average cost per ton, and the consumption per train-mile are given in the following table :—

Railway.	Gauge.	Source and description of fuel used.	Total quantity consumed.	Average cost per ton.	Per Train-mile.		Consumption per 1,000 gross ton miles during the first half of 1887.
					Consumption.	Cost.	
STATE IMPERIAL.	Ft. In.		Tons	Rs.	lbs.	As.	lbs.
EAST INDIAN	5′ 6″	Bengal coal	193,376	2·18	48·39	0 75	131·14
RAJPUTANA-MALWA	3′ 3¾″	English and Bengal coal, principally the latter ...	66,576	20·24	28·71	4·15	154·13
BENGAL-NÁGPUR	3′ 3¾″	Warora coal	11,494	6·63	68·50	3·25	319·03
MYSORE	3′ 3¾″	Wood...	(*b*) 7,499	5·57	111·66	3 93	(*b*) 658·17
SOUTHERN MAHRATTA	3′ 3¾″	English coal, and wood ...	15,639	19·05	27 94	3·80	200·36
CUDDAPAH-NELLORE	3′ 3¾″	Wood	(*b*) 1,153	5·32	77·91	2·96	(*c*)
NORTH-WESTERN	5′ 6″	Bengal and Salt range coal, patent fuel, and wood.	123,673	13·84	45·05	4·45	147·86
WARDHA COAL	5′ 6″	Warora coal	3,156	3·83	80·41	2·20	299·23
KATNI-UMARIA	5′ 6″	Umaria coal	907	5·71	44·29	1·81	225·06
STATE-PROVINCIAL.							
BAREILLY-PILIBHEET ...	3′ 3¾″	Wood	(*b*) 671	6·17	50·66	2 23	(*d*)
LUCKNOW-SITAPUR-SIHRÁMAU ...	3′ 3¾″	Bengal coal	1,596	11·75	27·52	2·31	(*c*)
EASTERN BENGAL RAILWAYS (*a*) ..	5′ 6″	Ditto	47,978	7·50	43·39	2·33	197·28
NALHÁTI	4′ 0″	Ditto	383	7·27	19·71	1·03	284·09
TIRHOOT	3′ 3¾″	Ditto	9,075	7·04	33·71	1·70	199·61
BURMA	3′ 3¾″	English patent fuel, and wood	10,237	21·55	25·44	3·92	127·48
JORHÁT	2′ 0″	Makum coal	299	14·11	20·92	2·71	(*c*)
CHERRA-COMPANYGANJ	2′ 6″	Cherrapoonji coal ...	167	13·64	31·16	3·04	(*c*)
GUARANTEED COMPANIES.							
MADRAS	5′ 6″	Wood and patent fuel, principally the former.	(*b*)111,417	5·12	107·41	3·93	(*b*) 418·78
SOUTH INDIAN	3′ 3¾″	English and Australian coal, principally the former.	24,994	13·14	27·68	2·60	186·07
GREAT INDIAN PENINSULA ...	5′ 6″	English, Warora, Mohpani and Bengal coal and wood, but principally English coal.	199,142	11·07	50 29	3·98	176·74
BOMBAY, BARODA AND CENTRAL INDIA	5′ 6″	English coal and wood; a very small percentage of the latter.	37,367	14·92	38 30	4·08	110·94
OUDH AND ROHILKHAND	5′ 6″	Bengal coal	35,623	11·73	41·59	3·48	144·51
ASSISTED COMPANIES.							
DARJEELING-HIMALAYAN	2′ 0″	Bengal coal	1,800	17·00	38·10	4·64	(*c*)
DEOGHUR	3′ 3¾″	Ditto	205	5·66	34·97	1·41	(*c*)
BENGAL AND NORTH-WESTERN ...	3′ 3¾″	Ditto	9,519	9·81	30·59	2·14	162·97
ROHILKHAND-KUMAUN	3′ 3¾″	Wood...	(*b*) 1,554	6·42	47·80	2·19	(*b*) (*e*)327·35
THATÔN-DUYINZÁIK	2′ 6″	Do.	(*b*) 206	4·00	52·50	1·50	(*c*)
DIBRU-SADIYA	3′ 3¾″	Makum coal	1,735	8·47	38·08	2·30	(*c*)
NATIVE STATES.							
THE NIZAM'S (GUARANTEED COMPANY)	5′ 6″	Wood	(*b*) 27,853	4·48	146·32	4·68	(*b*)565·23
THE GAEKWAR'S	2′ 6″	English coal and wood ...	684	21·85	22·67	3·54	(*c*)
THE GAEKWAR'S MEHSÁNA-VADNAGAR	3′ 3¾″	(*f*)	(*f*)	(*f*)	(*f*)	(*f*)	(*f*)
BHÁVNAGAR-GONDAL	3′ 3¾″	Cardiff coal	2,858	19·66	21·41	3·01	151·38
MORVI	2′ 6″	Cardiff and Paul Dufferin coals	674	25·00	16·45	2·93	(*c*)
JODHPORE	3′ 3¾″	Bengal coal	1,215	31·24	28·96	6·46	(*c*)

(*a*) Includes the Bengal Central Railway.
(*b*) In terms of wood.
(*c*) Information not available.
(*d*) Included with Rohilkhand-Kumaun Railway.
(*e*) Includes the Bareilly-Pilibheet Railway.
(*f*) Information not furnished.

3. The output from the East Indian Railway Collieries for the year ending 31st December 1887 was—

East Indian.

	Tons.
Kurhurbaree	169,593
Serampore	110,627
Total ...	280,219

The large stock of smithy coal is being reduced by selling it at a lower price, and also by converting some into coke. Great difficulty was experienced at the Serampore Mine during the rains owing to the Raneegunge Coal Association trespass, by which surface water came through from their mine and kept all the pumps in the Serampore Colliery fully employed. The electric light has been used for the first time in No. 22 pit at Serampore. The sinking of the Jubilee pit is progressing, two engines being employed on this work.

The Collieries at Kurhurbaree and Serampore supplied 174,724 tons of Steam coal for use on the East Indian Railway, the issue price being for the first-half of 1887, Rs. 2-4-0, and for the second-half Rs. 2-8-0, per ton.

4. The main line of the Bengal-Nágpur Railway near Hengir passes through the Rampore Coal-field recently explored and reported on by Dr. King of the Geological Survey. At present this coal has not a good reputation, but trial pits are now being sunk, with a view to obtain more reliable information. At the Bengal end of the line the railway runs into the Raneegunge and Barakar coal-fields, to the latter by means of a branch line on the north side of the Damuda. On the south side of the Damuda are the Jherria coal-fields, which can easily be tapped by a short branch some 10 or 12 miles long from the main line. On the branch line coal is found almost all the way from Umaria to Pendra. Iron is very plentiful all along the railway from Bilaspur to Ásánsol. Quartz, similar in formation to gold-bearing quartz, is found in large quantities from Sopa to Chandia.

Bengal-Nagpur.

5. The two great sources of mineral supply on the Cherra-Companyganj line are limestone and coal, and to develop these thoroughly, proper sidings and wagons are necessary. At present these do not exist. The coal used on the line is excavated from Mausmai near Cherra-Poonjee, and is at present carried down the hill by coolies. The coal is of a very good quality, and burns well. During the year, 167 tons were consumed, costing Rs. 13·64 per ton, the consumption being 31·16 lbs. per train-mile.

Cherra-Companyganj.

6. The Makum fields were leased in 1882 to the Assam Railway and Trading Company. The coal is of excellent quality, and finds its way to Calcutta, for general commercial purposes, at about Rs. 14 a ton.

Makum.

7. In Upper Burma coal has been found in the Kali Valley, on the Chindwin. One seam of 10 feet thick has been reported. The seam has a dip of 45°, and there, consequently, will be difficulty in working it. No arrangements for working have been made at present.

Upper Burma.

8. The outturn of coal during the year under review was 113,073 tons. The earnings during 1887 amounted to Rs. 4,75,080, and the working expenses to Rs. 3,99,468, leaving a balance of Rs. 75,612 as profit, being equal to 6·83 per cent. on the Capital cost of the Warora Colliery up to the end of 1887 (Rs. 11,06,553); in the year 1886 the profit was Rs. 1,15,196, or 10·65 per cent. on the outlay. This difference appears to be due to the increased cost of pumping and ventilating machinery, to an outbreak of fire, and to difficulties with water in No. 5 pit. At No. 1 pit a new headgear was commenced in March 1888, and is now under construction.

Warora Colliery.

All attempts to recover the ground in the fire area of No. 2 pit, proved futile, the stoppings were therefore secured and the recovery work abandoned. The fire has gained a little during the year, but has not given much trouble.

In No. 4 pit fire arose from spontaneous combustion. It was immediately checked by surrounding the lower portion of it with brick and basalt walls, which so far have prevented any extension.

In No. 5 pit a heavy feeder of water was encountered during March 1887, in No. 3 seam, back south level, about 800 feet from the shaft. The pumps at No. 3 pit experienced great difficulty in keeping the water down, but it was successfully dammed back by the 8th April 1887.

Coal has been proved by the main south level at a distance of 1,250 feet from No. 5 pit, and the exploration is being pushed on vigorously. In the direction of the dip, coal has been proved to extend to a distance of 230 feet, and there is every likelihood that, in this direction, *viz.*, the east, as well as in the south, a large field of virgin coal lies ready to be worked.

Work was commenced at No. 6 pit by sinking a staple of 46 feet depth below No. 3 seam, and a drift was started which will have to go 150 feet to provide a separate and distinct return air course for any workings at No. 5 or other pit that may be sunk to south of it, so that if, in future, Nos. 1, 2, 3 and 4 pits are abandoned, No. 5 and any subsequent pit, south or east of it, may still have the use of the No. 6 pit fan for ventilation.

The ventilation of the Colliery has been greatly improved during the year, and about 133,000 cubic feet of air per minute are now circulated round the workings.

The Great Indian Peninsula Railway made arrangements to take 72,000 tons of coal annually (being an increase of 22,000 tons on the amount formerly supplied) at the reduced rate of Rs. 4-4-0 per ton.

Umaria Colliery.

9. During the year under review the output of the Umaria Colliery has been 25,548 tons. The total earnings have amounted to Rs. 1,14,000 and the working expenses to Rs. 1,09,000, resulting in an approximate profit of about Rs. 5,000, evidencing an improvement on last year, the account of which showed a loss of Rs. 12,500. The cost of the coal per ton delivered into wagons, screened from the pit's mouth, was Rs. 4·27 per ton, *against* Rs. 10·51 per ton for the previous year. The heapstead and headgear to the No. 3 pit were completed during the month of April 1887.

A bore-hole was put down from the bottom of No. 3 pit to the No. 3 seam, by which coal was reached at a depth of 137 feet, the seam being 4 feet thick.

The whole of the tramways in the galleries and mines were relaid during the year and the spaces round the shaft were secured with timber, pending the construction of masonry work hereafter. The dip workings were flooded up to the end of September as there was no auxiliary pump on hand to work this water to the main pumping shaft. A pump having been obtained, the dip workings were cleared of water and the galleries were proceeded with.

The fan foundations have been put up, and a ventilating fan is expected to arrive shortly.

Dandot Colliery.

10. At the Dandot Colliery a station and offices have been built at Kalapani, and arrangements completed for transhipping the coal from the 2-feet gauge colliery stock to broad gauge wagons. To cover the difference of level, 930 feet, between Kalapani Station and the mine works, two inclines, with a ruling gradient of 1 in 2½, have been laid with permanent-way of 2-feet gauge, the total length being about 5,000 feet. It is expected that all arrangements will be completed by the end of July 1888. Meanwhile the coal is being transported by wire rope slides and by pack animals.

Drifts and bore-holes show that the seam of coal extends throughout the plateau with an average workable thickness of 2 feet, and that the drainage tunnel, driven at the south-west corner of the plateau, commands a considerable

proportion of the seam. There is a basin lying below the present tunnel for which a new drift, some 40 feet lower down, is proposed. The drainage tunnel struck the descending coal seam at 650 feet, and the ascending seam on the further side of the basin at 1,150 feet. Boring from the floor showed the lowest point of the basin to be about 40 feet below. A ventilation shaft, 200 feet deep, has been sunk through the solid limestone.

The main colliery will be started at once, and probably a sufficient area will be opened out by September 1888 to give a monthly output of about 3,000 tons.

In July 1887 it was decided to work the Lala Musa-Peshawar Section of the North-Western Railway with Dandot coal, and in September 1887, a further demand was made for coal for working the Khewra-Haranpur Section; the total length to which the use of Dandot coal is at present confined is 192 miles.

The supply was drawn from the out-crop on the east and south scarp of the plateau, and from these two small mines 13,300 tons were excavated, of which, however, 3,550 tons had for the present to be stacked as refuse, until the mode of manufacture into patent fuel is settled. There is a probability that the petroleum from Khatun in Baluchistan, will be most useful for this process.

The quality of the coal has improved. The approximate relative value of the different fuels may be taken at—

Bengal coal	...	...	...	1
Dandot coal	...	...	...	1½
Wood	...	...	...	2

The cost of coal actually despatched (giving no value to refuse coal) varied from Rs. 6-8-0 to Rs. 9-8-0 per ton, loaded into broad gauge trucks at Kalapani Station.

The cost is, however, considered high, and should be considerably reduced when the work is concentrated in one mine, and the rope inclines are in working order.

Khost Coal explorations.

11. The out-crop of coal at Khost has been carefully mapped, and a sufficient number of headings driven, to allow of an estimate being framed of the quantity of workable coal likely to be obtained, and a scheme prepared for the best method of winning.

The deposit consists of two seams of bituminous coal, the upper one being about 10 inches and the lower 16½ inches in average thickness. The seams are divided by a band of clay about 8 inches thick. The dip of the seam is very great, varying from 25° to 50°. The trials made with the small output obtained from the headings were satisfactory, a mixture of 19 parts of Khost coal with one of patent fuel being found to give the best results.

It is estimated that 50,000 tons of coal may be obtained at a cost of Rs. 10 per ton, without incurring any large capital outlay.

Singareni.

12. Active operations to open out the Singareni Coal-fields were first commenced in August 1886, when some machinery was taken to the site of the coal measures and was set up. Fever and scurvy, however, set in amongst the workpeople, and towards the end of the year very few labourers remained. These collieries are situated in the midst of a very dense jungle, and at first it was impossible sufficiently to clear the land. During the year 1887-88 the works of the Railway leading up to these coal-fields were in full progress, and it was difficult, and occasionally impossible, to obtain sufficient men for the Railway requirements. The Colliery suffered in consequence, because it was found easier to obtain men for above-ground working than to get them to descend the shafts and work below ground.

One pit has been fully equipped, and out of it about 40 tons a day has been delivered. A second pit has been sunk to a depth of 100 feet, but a fault occurs at this point, and it will be necessary to sink the shaft about 60 feet deeper to reach the coal. A third pit has been sunk to coal at a depth of about 35 feet. In addition to this an incline down to the workings is now being constructed.

The deliveries of coal from all pits are about 60 tons a day. The quality of coal is very good, the results obtained by its use on the Nizam's Guaranteed

State Railway comparing very favourably with English coal burned on the Great Indian Peninsula Railway under very similar circumstances as regards inclinations of gradients and other conditions.

The Company has secured the services of Mr. T. Hughes, of the Geological Survey of India as General Mining Superintendent.

Petroleum wells at Khatun.

13. The oil-springs at Khatun lie about 40 miles, in a direct line, to the east of the North-Western Railway station of Sibi in Baluchistan. Borings were first made in the cold season of 1884-85, which showed that there were large supplies of heavy petroleum oil at moderate depths. Experiments which have recently been made by pumping the wells for a period of eleven or twelve hours each, have shown that each well is competent to deliver from 400 to 600 barrels of oil in the 24 hours. Thus, any one of the existing wells is more than competent to deliver the entire supply of 50,000 barrels of oil a year, which is estimated to be the amount required for the Sind-Pishin Section of the North-Western Railway. The tools which had been specially obtained from Canada for making deep borings, have been worked efficiently during the season 1887-88, and although there was a good deal of difficulty in sinking the upper portions of the borings owing to fissures in the rocks, they have now been well advanced, and it is anticipated that the existence of "live oil" will shortly be proved or disproved. If it is found that the lighter oils do exist, the fact will materially increase the ultimate value of the field. The question of the best method of transporting the oil to the railway has been for some time under consideration. Khatun lies at an elevation of some 1,400 or 1,500 feet above the Railway at Sibi. It was originally proposed to lay a pipe line, for the oil, but experiments showed that the oil was too viscid to run in pipes. Surveys for a railway were consequently prepared: but the investigations which have been made have shown that the country is a most difficult one in which to construct a railway, and it is doubtful whether any permanent line can be constructed for less than 25 lakhs of rupees. The difficulties and heavy cost of the railway have led to a reconsideration of the whole question, and experiments have been instituted to determine the possibility of delivering the oil, through a pipe-line either by gravity or by pumping. The four borings which have been made at Khatun are closely contiguous to each other in the trough of a hill torrent; and it has been decided to make a further test of the extent of the oil-bearing strata by sinking a boring in a plain, forming a portion of the catchment area of the torrent, which lies above the point where the waters from the catchment combine into a definite stream. This well will be about a mile from the former ones, and here it is anticipated that the thick oil will be found at a moderate depth. Here also, as at Khatun itself, the boring will be carried down 2,500 feet, if necessary, in search of lighter oil. There has always been difficulty in providing a sufficient supply of water both for the machinery and for domestic consumption at Khatun; the water which is available in the nullah near the wells is both inferior in quality and very deficient in quantity. Measures are now being taken with the object of improving the water-supply of the place. The total expenditure of the operations has been about 2½ lakhs of rupees.

Mohpani.

14. The "Helen" pit had been greatly damaged by the subsidence of 1885. The damage to the steining and guides of the shaft has been repaired, and the cages have been for some time worked without danger. This shaft has also been used for clearing the mine of water. In November 1886 the water had been lowered sufficiently to reach No. 1 seam of coal, which was cleared of the numerous falls caused by the subsidence, and was being worked. The output from it was about 25 tons per diem. No. 2 seam still remains submerged and inaccessible. The entrances to No. 2 shaft and to the "Agnes" drift, are bricked up on account of fire which showed itself in the pit in that neighbourhood in April 1886. Some portion of the "Agnes" drift is still under water. There is thus at present no through communication between "Helen" pit, "Agnes" drift and No. 2 shaft such as existed when the mine was clear. The consequence is that the ventilation of the workings of the "Helen" pit is imperfect, and the heat very great, being as much as 96° in parts.

When the water has been lowered sufficiently to clear the ways to the "Agnes" drift, it is intended to take the stopping out of the mouth of the drift and of No. 2 shaft and to set up a regular air current. If the presence of fire will not permit of this being done, the "Helen" pit shaft will be divided into up and down cast, and a furnace will be placed in the shaft at the No. 1 seam. In either case, the ventilation of the "Helen" pit workings will then, it is hoped, be placed in a more satisfactory condition.

The only other output of the mine was from the drift of the No. 2 Seam South River workings, which furnished about 5 tons per diem. The "Emma" drift was also being pushed forward, and the old fire workings were being cleared preparatory to resuming output from them.

CHAPTER IV.

STORES—ROLLING STOCK.

Expenditure in England.

THE total expenditure on State Railway Stores contracted for in England, through the Agency of the India Office, during the twelve months ended the 31st December 1887, has been—

	£
A.—Iron bridgework	53,464
B.—Engineers' plant	24,670
C.—Workshop machinery	9,500
D.—Permanent-way	365,543
E.—Locomotive and rolling-stock	318,800
F.—Station materials and fencing	58,552
G.—Tools and stores	66,061
Total ...	896,590

Expenditure in India.

2. The total expenditure incurred by the Port Storekeepers at Calcutta, Bombay and Kurrachee on account of State Railway stores purchased locally during 1887-88, has been—

	Rs.	
Calcutta	7,29,000	
Bombay	2,55,000	
Kurrachee	1,89,000	(a)
Total ...	11,73,000	

Cost of establishments at Ports.

3. The cost of the several Port Stores establishments maintained at Calcutta, Bombay and Kurrachee for the year 1887-88, has been—

	Rs.	
Calcutta	26,412	
Bombay	24,589	
Kurrachee	4,997	(a)
Total ...	55,998	

Ships employed.

4. The number of ships employed in bringing out State Railway stores during the calendar year 1887, was—

	No.	Tons.
To Calcutta	96	9,985
„ Bombay	60	7,005
„ Kurrachee	61	48,090
„ Madras	44	23,530
„ Rangoon	36	31,646
Total	297	120,256

Insurance.

5. No losses of stores occurred at sea during 1887-88. The procedure hitherto adopted in dealing with such losses, is still in force.

Reserve stores.

6. The following table shows the fluctuations, during the calendar year 1887, in the value of imported stores held in reserve at Calcutta and Bombay :—

Port.	Balance on 1st January 1887.	Balance on 31st December 1887.	Decrease.	Increase.	Remarks.
	£	£	£	£	The Reserve stores at Kurrachee, excepting those brought out for particular Railways, to which lines they have been sent, were made over to the North-Western Railway, from 30th June 1887.
Calcutta	24,900	31,150	...	(b)6,250	
Bombay	4,012	2,875	1,137	...	(b) Increase is due to five 0 class engines, costing £3,350, having been taken into reserve in 1887.
Total ...	28,912	34,025	...	5,113	

(a) The Kurrachee Port Stores Office was closed on the 30th June 1887; these are, therefore, only the transactions for three months.

Table showing the number of Locomotives and Vehicles on the various Lines.

Railway.	Locomotives.		Coaching vehicles.		Goods vehicles.		Brake-vans.		Total number of vehicles.		Remarks.
	Number on 31st December 1886.	Number on 31st December 1887.	Number on 31st December 1886.	Number on 31st December 1887.	Number on 31st December 1886.	Number on 31st December 1887.	Number on 31st December 1886.	Number on 31st December 1887.	Number on 31st December 1886.	Number on 31st December 1887.	
5′ 6″ GAUGE.											
STATE IMPERIAL.											
East Indian	576	576	1,218	1,208	8,951	8,951	341	341	10,510	10,500	
North-Western (*a*)	573	574	1,248	1,326	8,627	9,297	372	423	10,247	11,046	
Wardha Coal	7	7	13	13	363	405	8	7	384	425	
Bengal Central	Worked by the Eastern Bengal Railway.										
Katni-Umaria	6	6	1	11	162	232	8	8	171	251	
STATE PROVINCIAL.											
Eastern Bengal Railways (*b*)...	81	89	317	326	1,596	1,593	43	59	1,956	1,978	
Amritsar-Pathánkot ...	Worked by the North-Western Railway.										
GUARANTEED COMPANIES.											
Madras	157	156	541	556	2,779	2,836	138	138	3,458	3,530	
Great Indian Peninsula ...	560	560	1,011	1,011	7,783	7,783	566	571	9,360	9,365	
Bombay, Baroda and Central India.	123	123	365	385	3,558	3,609	84	84	4,007	4,078	
Oudh and Rohilkhand ...	150	157	400	401	3,849	4,377	90	102	4,339	4,880	
NATIVE STATES.											
The Nizam's (Guaranteed Company)	23	23	85	100	271	441	27	34	383	575	
Rájpurá-Patiála	Worked by the North-Western Railway.										
Total 5′ 6″ Gauge ...	2,256	2,271	5,199	5,337	37,939	39,524	1,677	1,767	44,815	46,628	
METRE AND SMALLER GAUGE.											
STATE IMPERIAL.											
Rajputana-Malwa ...	399	417	1,237	1,269	7,283	7,232	279	279	8,799	8,780	
Bengal-Nágpur (*c*)	27	27	72	72	752	752	24	24	848	848	
Mysore	21	21	103	103	278	282	9	9	385	394	
Southern-Mahratta ...	95	107	212	260	1,383	1,547	48	62	1,643	1,869	
Cuddapah-Nellore	...	11	...	6	...	212	...	1	...	219	
North-Western (*d*)	33	30	24	19	206	147	3	1	233	167	
STATE PROVINCIAL.											
Bareilly-Pilibheet ...	Worked by the Rohilkhand-Kumaun Railway.										
Lucknow-Sitapur-Sirsámau ...	13	14	53	58	227	261	10	12	290	331	
Eastern Bengal Railways (*e*) ...	73	75	206	265	1,253	1,292	42	47	1,501	1,604	
Nalhátí	4	4	10	10	24	24	2	2	36	36	
Tirhoot	37	41	135	135	622	689	22	22	779	846	
Burma	57	81	335	348	1,629	1,779	41	67	2,005	2,194	
Jorhát	4	5	4	6	59	70	1	1	64	77	
Cherra-Companyganj ...	2	2	4	4	86	86	...	...	90	90	
GUARANTEED COMPANIES.											
South Indian	124	124	451	462	1,815	2,041	87	87	2,363	2,590	
ASSISTED COMPANIES.											
Darjeeling-Himalayan ...	12	12	41	42	91	97	...	...	132	139	
Deoghur	2	2	10	10	6	6	...	...	16	16	
Bengal and North-Western ...	40	60	160	163	950	1,150	36	36	1,146	1,349	
Rohilkhand-Kumaun ...	8	8	45	45	142	193	12	12	199	240	
Thaton-Duyinzáik ...	3	3	8	8	38	40	1	1	47	49	
Dibru-Sadiya	11	11	14	14	376	376	12	12	402	402	
NATIVE STATES.											
The Gaekwar's	6	6	27	27	187	187	6	6	220	220	
The Gaekwar's Mehsána-Vadnagar	Worked by the Rajputana-Malwa Railway.										
Bhávnagar-Gondal	20	20	115	110	589	595	22	22	726	727	
Morvi	5	7	14	20	42	71	2	2	58	93	
Jodhpore	5	5	18	32	57	101	3	3	78	136	
Total Narrow Gauge ...	1,001	1,093	3,308	3,488	18,090	19,220	662	708	22,060	23,416	

(*a*) Includes stock belonging to the Amritsar-Pathánkot and Frontier lines.
(*b*) Represents the figures of the Eastern Bengal State Railway only.
(*c*) Old Nágpur-Chhattisgarh Railway which is being converted from metre to 5′ 6″ gauge.
(*d*) Metre and 2-feet Gauge stock belonging to the late Punjab Northern State Railway Salt Branch and the Ferozepore tramway
(*e*) Represents the figures of the Northern Bengal, Dacca, Assam-Behar and Kaunia-Dharla Sections.

Statement showing the number of Engines and Vehicles used in conveying traffic and the

RAILWAY.	NUMBER OF ENGINES AND VEHICLES USED IN CONVEYING						
	Engines.	CARRIAGES.					
		1st Class.	2nd Class.	3rd or Intermediate Class.	4th or Lowest Class.	Composite.	Total number.
STATE IMPERIAL.							
East Indian	576	91	109	61	738	26	1,025
Rajputana-Malwa	417	128	95	51	(a) 723	85	1,082
Bengal-Nágpur	27	5	2	10	36	12	65
Mysore	21	14	6	73	...	1	94
Southern Mahratta	107	16	15	182	...	12	225
Cuddapah-Nellore	11	...	...	...	5	1	6
North-Western	604	120	87	58	778	66	1,109
Wardha Coal	7	2	...	3	5	3	13
Bengal Central	...	...	Worked	by the Eastern Bengal.		...	...
Katni-Umaria	6	...	...	1	7	3	11
Total ...	1,776	376	314	439	2,292	209	3,630
STATE PROVINCIAL.							
Bareilly-Pilibhert			Worked	by the Rohilkhand-Kumaun Railway.		...	
Lucknow-Sitapur-Sihrámau	14	...	(b) 11	3	(c) 43	...	57
Eastern Bengal Railways	164	57	23	83	277	69	509
Nalhátí	4	2	1	5	...	2	10
Tirhoot	41	21	10	...	74	14	119
Burma	81	23	33	239	...	25	320
Jorhát	5	...	...	...	(c) 5	1	6
Cherra-Companygani	2	...	...	...	...	4	4
Total ...	311	103	78	330	399	115	1,025
GUARANTEED COMPANIES.							
Madras	156	40	70	315	...	31	456
South Indian	124	20	27	27	321	26	421
Great Indian Peninsula	560	83	150	553	...	73	859
Bombay, Baroda and Central India ...	123	25	42	20	239	21	347
Oudh and Rohilkhand	157	...	(c) 66	36	(c) 270	2	374
Total ...	1,120	168	355	951	830	153	2,457
ASSISTED COMPANIES.							
Darjeeling-Himalayan	12	11	13	12	...	1	37
Begohur	2	...	...	8	...	2	10
Bengal and North-Western	60	8	...	6	(f) 117	21	152
Rohilkhand-Kumaun	8	13	...	3	26	1	43
Thatón-Duyinzáik	3	2	...	5	...	1	8
Dibru-Sadiya	11	1	...	7	...	5	12
Total ...	96	35	13	41	143	31	263
NATIVE STATES.							
The Nizam's (Guaranteed Company) ...	23	13	10	58	...	6	87
The Gaekwar's	6	...	(h) 5	...	(c) 22	...	27
The Gaekwar's Mehsána-Vadnagar ...	...	...	Worked	by the Rajputana-Malwa		Railway.	...
Bhávnagar-Gondal	20	16	6	(c) 80	...	2	104
Morvi	7	...	(j) 6	...	(c) 13	...	19
Jodhpore	5	4	2	21	...	3	30
Total ...	61	33	29	159	35	11	267
TOTAL FOR ALL RAILWAYS ...	3,364	715	789	1,920	3,699	519	7,642

(a) Includes 11 combined Third class and Post-office and 5 Ambulance Third class carriages.
(b) Ten upper class and 1 officer's carriage.
(c) Called Lower class.
(d) Excludes 5 Platelayers' trollies.
(e) 62 Upper class and 4 officers' carriages.

. number of miles travelled by trains during the year ending 31st December 1887.

TRAFFIC.			NUMBER OF TRAIN-MILES RUN.					RAILWAY.
Miscellaneous coaching vehicles (excluding brakes).	Goods vehicles of all descriptions (excluding brakes).	Brake-vans.	Passenger.	Goods.	Mixed.	Total passenger and goods.	Number of train-miles per open mile.	
								STATE IMPERIAL.
183	8,951	341	3,617,137	5,335,158	2,951,280	8,952,295	5,189·76	East Indian.
187	7,232	279	2,113,933	3,080,859	2,398,658	5,194,792	3,121·08	Rajputana-Malwa.
7	752	24	84,820	291,019	218,630	375,839	2,522·41	Bengal-Nágpur.
9	282	9	66,002	84,517	108,478	150,519	1,077·06	Mysore.
35	1,547	62	450,442	803,068	685,391	1,253,510	1,867·93	Southern Mahratta.
...	212	1	11,705	21,438	18,162	33,143	1,349·47	Cuddapah-Nellore.
236	9,444	424	2,349,245	3,799,831	2,769,709	6,149,776	2,780·72	North-Western.
...	405	7	22,967	64,948	65,700	87,915	1,953·66	Wardha Coal.
...	...	...	177,261	108,931	222,772	286,192	2,289·17	Bengal Central.
...	232	8	12,863	32,987	26,974	45,850	1,239·19	Katni-Umaria.
657	29,057	1,155	8,907,075	13,622,756	9,465,814	22,529,831	3,316·93	Total.
								STATE PROVINCIAL.
...	...	...	11,419	18,250	26,289	29,669	824·14	Bareilly-Pilibhett.
1	261	12	62,440	67,446	112,580	129,886	1,694·53	Lucknow-Sitapur-Sihrámau.
82	2,885	106	1,003,607	1,186,918	831,076	2,190,525	3,451·11	Eastern Bengal Railways.
...	24	2	24,929	18,448	39,835	43,377	1,532·00	Nalhátí.
16	689	22	305,899	297,014	258,605	602,913	2,416·29	Tirhoot.
28	1,779	67	505,709	395,513	238,719	901,222	2,706·37	Burma.
...	(d) 70	1	4,925	19,963	15,386	24,888	859·39	Jorhát.
...	86	...	2,413	9,591	...	12,004	1,660·30	Cherra-Companyganj.
127	5,794	210	1,921,341	2,013,143	1,522,581	3,934,484	2,816·04	Total.
								GUARANTEED COMPANIES.
100	2,836	138	1,010,345	1,313,153	739,748	2,323,498	2,748·69	Madras.
41	2,041	87	858,130	1,163,804	799,169	2,021,934	3,054·28	South Indian.
152	7,783	571	2,927,313	5,913,155	547,172	8,870,468	5,909·04	Great Indian Peninsula.
38	3,909	84	1,165,615	1,020,018	179,983	2,185,633	4,741·07	Bombay, Baroda and Central India.
27	4,377	102	863,696	1,055,101	934,907	1,918,797	2,787·00	Oudh and Rohilkhand.
358	20,646	982	6,825,099	10,495,231	3,200,978	17,320,330	4,165·58	Total.
								ASSISTED COMPANIES.
5	97	...	37,771	68,052	...	105,823	2,074·96	Darjeeling-Himalayan.
...	6	...	...	...	...	13,130	2,741·13	Deoghur.
11	1,150	36	318,017	378,238	578,174	697,155	1,854·14	Bengal and North-Western.
2	183	12	37,272	35,558	62,718	72,830	1,087·01	Rohilkhand-Kumaun.
...	40	1	...	...	8,800	8,800	1,100·00	Thatón-Duyinzáik.
1	376	12	38,276	63,749	57,414	102,025	1,308·01	Dibru-Sadiya.
19	1,852	61	432,236	545,597	707,106	(g) 999,763	1,709·61	Total.
								NATIVE STATES.
13	441	34	196,236	230,173	243,721	426,409	2,054·29	The Nizam's (Guaranteed Company).
...	187	6	21,838	35,741	43,212	67,579	1,148·33	The Gaekwar's.
...	...	...	8,721	7,185	10,437	15,906	979·43	The Gaekwar's Mehsána-Vadnagar.
6	595	22	173,614	125,439	146,609	299,053	1,548·78	Bhávnagar-Gondal.
1	71	2	51,036	40,669	51,912	91,765	1,417·66	Morvi.
2	101	3	47,420	46,556	82,852	93,976	848·92	Jodhpore.
22	1,395	67	508,925	485,763	578,743	994,688	1,526·51	Total.
1,183	58,744	2,475	18,594,676	27,162,490	15,475,222	45,779,096	3,370·10	TOTAL FOR ALL RAILWAYS.

(f) Includes 6 combined Third class and Postal vans.
(g) Includes the train mileages run on the Deoghur and Thatón-Duyinzáik Railways not shown in columns "Passenger" and "Goods."
(d) Called Upper class.
(e) Includes 6 combined Third class and Post-office vans.
(g) Three Upper class and three Saloons.

7. The following statement gives the average number of locomotives employed on the principal Railways and the average work obtained from each during the two halves of 1887 :—

Railway.	Number of Locomotives.		Total Engine Mileage.		Average Mileage per Engine.		Average Mileage per Engine per diem.	
	Half-year ending 30th June 1887.	Half-year ending 31st December 1887.	Half-year ending 30th June 1887.	Half-year ending 31st December 1887.	Half-year ending 30th June 1887.	Half-year ending 31st December 1887.	Half-year ending 30th June 1887.	Half-year ending 31st December 1887.
5′ 6″ Gauge.								
STATE IMPERIAL.								
East Indian	576	576	5,527,611	4,760,378	9,597	8,265	53·02	44·92
North-Western	563	502	3,491,315	3,448,406	6,201	6,869	34·26	37·33
STATE PROVINCIAL								
Eastern Bengal Railways ...	81	89	879,481	1,042,304	10,858	11,711	59·98	63·64
GUARANTEED COMPANIES.								
Madras	156	156	1,362,578	1,349,461	8,734	8,650	48·25	47·01
Great Indian Peninsula ...	560	560	5,664,501	4,269,350	10,115	7,624	55·88	41·43
Bombay, Baroda and Central India	123	123	1,343,499	1,048,250	10,923	8,522	60·35	46·31
Oudh and Rohilkhand ...	150	157	1,287,631	1,135,816	(*a*)8,880	(*b*)7,424	(*a*)49·06	(*b*)40·35
NATIVE STATES.								
The Nizam's (Guaranteed company)	20	19	245,131	230,655	12,257	12,140	67·71	65·98
Metre Gauge.								
STATE IMPERIAL.								
Rajputana-Malwa	407	417	3,195,893	2,644,421	7,852	6,342	43·38	34·47
Bengal-Nágpur (*c*)	26	27	241,040	175,797	9,271	6,511	51·22	35·39
Mysore	15	16	94,870	98,501	6,325	6,156	34·94	33·46
North-Western	15	14	39,362	22,130	2,624	1,581	14·50	8·59
STATE PROVINCIAL.								
Eastern Bengal Railways ...	63	60	498,591	559,667	7,914	9,328	43·72	50·69
Tirhoot	41	41	389,052	379,048	9,489	9,245	52·43	50·24
Burma	49	61	614,443	483,542	12,540	7,927	69·28	43·08
GUARANTEED COMPANIES.								
South Indian	124	124	1,150,136	1,229,770	9,275	9,917	51·24	53·90
NATIVE STATES.								
The Gaekwar's	6	6	35,112	32,727	5,852	5,454	32·33	29·64
Bhávnagar-Gondal ...	20	20	182,558	130,257	9,128	6,513	50·13	35·40

(*a*) Calculations made on 145 engines, which exclude 3 Tank and 2 Inspection engines.
(*b*) Calculations made on 153 engines, which exclude 3 Tank and 1 Inspection engines.
(*c*) Previously Nagpur-Chhattisgarh Railway, which is now being converted from metre to 5′ 6″ gauge.

CHAPTER V.

CAPITAL.

THE total Capital expenditure on Indian Railways up to 31st December 1887, including lines under construction and survey, amounted to £187,221,521 allocated as follows:—

	£
*East Indian	35,852,070
*Eastern Bengal	5,350,105
*North-Western	30,043,680
Other State Railways, Imperial and Provincial, *vide* details on page 48	38,114,741
State Lines leased to Companies, *vide* details on page 52	11,535,384
Guaranteed, *vide* details on page 52	57,553,535
Subsidized Companies (Rohilkhand-Kumaun) ...	185,598
†Assisted Companies	3,498,855
Native States, *vide* details on page 50	5,087,553

The Rupee expenditure on Guaranteed lines, on State lines leased to Companies and on the Rohilkhand-Kumaun Railway, has been converted into sterling at the rates of exchange applicable in each case, but on other lines at 2 shillings the Rupee. On State lines the indirect charges are not included.

2. The total amount of Capital raised by the various Guaranteed Railway Companies, and for State lines leased to Companies, as far as known, amounted, on 31st December 1887, to £ 72,459,560, as under—

GUARANTEED RAILWAYS.

Particulars.	Madras Railway.	South Indian Railway.	Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	Oudh and Rohilkhand Railway.	Total.
	£	£	£	£	£	£
Share Capital raised @ 5 per cent.	8,757,670	3,055,533	7,550,300	20,000,000	4,000,000	43,363,503
Share Capital raised @ 4¾ per cent.	999,960	153,544	...	...	...	1,153,504
Share Capital raised @ 4½ per cent.	500,000	...	...	...	...	500,000
Debentures raised @ 4 per cent.	102,200	...	...	1,068,800	1,145,000	2,316,000
Debentures raised @ 3½ per cent.	297,800	970,000	888,500	1,042,700	3,770,300	6,969,300
Debentures raised @ 3¼ per cent.	...	...	100,000	...	...	100,000
Debenture Stock raised @ 4½ per cent.	...	425,000	...	...	...	425,000
Debenture Stock raised @ 4 per cent.	...	...	...	2,701,450	384,700	3,086,150
Capital not bearing interest	12,014	59,328	18,270	63,914	—31,689	121,837
Total ...	10,669,644	4,663,405	8,557,070	24,876,864	9,268,311	58,035,294

	East Indian. £	Eastern Bengal. £	North-Western. £
* Outlay incurred by the Company prior to the transfer of the line to Government	33,951,468	3,582,285	12,373,974
Outlay since incurred by Government to the 31st March 1887, *vide* Finance and Revenue Account (excluding debt incurred in England and overdrawn capital) ...	1,830,481	1,646,714	17,206,440
Outlay incurred by Government from 1st April 1887 to 31st December 1887	70,121	121,106	463,266
Total ...	35,852,070	5,350,105	30,043,680

	£
† As per details on page 86, excluding Rohilkhand-Kumaun Railway	3,493,353
Add for lines in course of construction by Bengal, North-Western Railway	5,502
Total ...	3,498,855

3. The Capital not bearing interest is made up thus:—

			£
Premium on Share Capital and Debentures			419,839
Discount on Debenture Stock—	£		
Stock represented as shown above ...	3,511,150		
Cash received	3,255,148		
		256,002	
Discount on Debentures—			
Amount of debentures as shown above ...	9,385,300		
Cash received	9,343,300		
		42,000	
Total discount			298,002
Balance, excess premium			121,837

State Lines leased to Companies.

Particulars.	Southern Mahratta.	Mysore.	Indian Midland.	Bengal Central.	Bengal Nagpur.	Total.
	£	£	£	£	£	£
Share Capital raised @ 4 per cent.	*2,992,100	...	2,954,474	...	2,953,692	8,900,266
Share Capital raised @ 3½ per cent.	...	...	...	500,000	...	500,000
Debentures @ 4 per cent.	...	...	...	250,000	...	250,000
Debentures @ 3½ per cent.	2,300,000	...	1,000,000	...	...	3,300,000
Debentures @ 3¼ per cent.	...	...	...	250,000	...	250,000
Debenture Stock @ 4 per cent.	...	1,200,000	...	...	...	1,200,000
Premium on Debenture Stock.	...	24,000	...	...	...	24,000
Total ...	5,292,100	1,224,000	3,954,474	1,000,000	2,953,692	14,424,266

* 4 per cent. up to 31st December 1890, thereafter 3½ per cent.

4. The following tables contain the information regarding the Capital transactions of State and Guaranteed Railways, which has usually been given in the Annual Reports:—

Statement of Debenture Loans on 31st December 1887.

Railway.	Amount.		Rate of Interest.	Date on which loan expires.	Remarks.
Guaranteed.	£	£			
Bombay, Baroda and Central India ...	100,000	...	3½	5th May 1889	
	100,000	...	3¼	31st March 1890	
	700,000	...	3½	1st February 1891	
	88,500	...	3½	1st August 1891	
		988,500			
Great Indian Peninsula...	1,068,800	...	4	1st July 1888	
	200	...	3½	1st January 1889	
	1,000,000	...	3½	1st July 1890	
	2,100	...	3½	1st January 1891	
	40,400	...	3½	1st January 1893	
		2,111,500			
Madras	60,000	...	3½	31st December 1888	
	102,200	...	4	31st December 1890	
	97,800	...	3½	30th June 1892	
	140,000	...	3½	30th June 1893	
		400,000			
Oudh and Rohilkhand ...	300,000	...	4	1st May 1888	
	345,000	...	4	16th May 1888	
	500,000	...	4	1st June 1888	
	740,000	...	3½	1st August 1888	
	500,000	...	3½	1st December 1890	
	31,000	...	3½	16th August 1891	
	1,000,000	...	3½	1st April 1892	
	155,000	...	3½	16th May 1892	
	615,300	...	3½	4th June 1892	
	303,000	...	3½	16th August 1893	
	426,000	...	3½	1st October 1893	
		4,915,300			
South Indian ...	213,700	...	3½	1st July 1889	
	86,100	...	3½	1st July 1891	
	150,000	...	3½	1st July 1892	
	520,200	...	3½	1st July 1893	
		970,000			
	£	9,385,300			
State.					
Bengal Central ...	250,000	...	4	5th July 1889	
	250,000	...	3¼	5th July 1889	
		500,000			
Indian Midland ...	...	1,000,000	3½	1st January 1894	
Southern Mahratta ...	1,445,000	...	3½	1st October 1891	
	600,000	...	3½	1st April 1892	
	255,000	2,300,000	3½	1st October 1894	
	£	3,800,000			
TOTAL ...	£	13,185,300			

STATEMENT OF EXPENDITURE IN ENGLAND AND INDIA ON INDIAN STATE RAIL

(Excluding the East Indian, Eastern

State Railways.	Expenditure appropriated.			Classification		
	England.	India.	Total.	Preliminary Expenses.	Land.	Construction of line.
48.—Railways constructed and under Construction.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Imperial.						
Rajputana-Malwa	2,37,93,182	6,79,91,032	9,17,84,214	18,80,568	7,20,247	2,15,32,730
Cawnpore-Achnera	11,41,090	1,04,13,705	1,15,54,795	71,150	2,26,753	24,40,960
Holkar	34,14,678	95,39,766	1,29,54,444	2,16,987	60,004	59,49,610
Rewari-Ferozepore	...	1,25,80,765	1,25,80,765	1,02,503	1,12,811	8,30,488
Pátri	...	...	8,08,405	...	...	...
Sindia	14,62,381	77,47,053	92,09,434	2,64,859	20,531	51,14,900
Dhond-Manmád	43,23,650	66,23,285	1,09,46,935	1,28,698	97,142	32,60,314
Patna-Gya	8,59,348	34,10,902	42,70,250	6,904	63,840	7,13,418
Ranaghat-Bhugwangola	...	3,01,754	3,01,754	83,816	1,01,209	90,698
Dildárnagar-Gházipur	...	7,03,060	7,03,060	2,218	9,406	1,32,091
Bellary-Kistna	13,89,154	1,44,01,592	1,57,90,746	2,24,761	81,010	51,54,642
„ „ Hindupur Extension Survey ...	...	35,875	35,875	35,875	...	...
Cuddapah-Nellore	4,08,863	56,81,973	60,90,836	48,997	63,103	23,07,686
„ „ Kadiri Extension Survey ...	...	1,71,015	1,71,015	1,70,791	...	...
„ „ Pakal-Villupuram Survey... ...	...	1,46,939	1,46,939	1,46,957	...	...
Bolan, High Level and Abt System	1,89,062	1,20,513	3,09,575	...	...	6,068
„ Temporary Line	2,64,273	23,44,335	26,08,608	131	...	45,375
Sind-Sagar, Eastern Section	6,25,314	14,53,079	20,78,393	9	31,912	1,43,987
„ „ Western „	67,93,275	1,21,87,618	1,89,80,893	75,953	2,30,637	40,59,665
Ferozepore Bridge (Sutlej)	8,80,252	42,17,965	50,98,217	12,142	33,021	42,49,592
Chenab Bridge (Ramuwalla)	...	6,337	6,337	6,337	...	...
Sind-Pishin, Sibi-Quetta Section	68,44,511	3,44,42,458	4,12,86,969	47,006	94,506	2,30,41,462
„ „ Darwáza-Quetta Section	5,30,829	19,94,485	25,25,314	9,579	25,793	4,85,832
„ „ Bostan-Gulistan „	53,598	40,19,978	40,73,576	15,555	8,642	20,57,519
„ „ Killah-Abdulla „	...	4,63,170	4,63,170	589	3,435	90,389
„ „ Chaman Extension	...	3,46,154	3,46,154	*3,21,271	...	8,564
Kandahar Reserve	27,35,688	7,16,183	34,52,171	...	...	...
Wardha Coal	13,47,142	57,53,493	71,00,635	91,642	4,745	15,75,198
Umaria Colliery	2,240	6,18,074	6,20,414	...	...	...
Bilaspur-Etáwa (Katni-Umaria Section)	3,06,733	45,68,717	48,75,450	29,600	13,485	17,82,204
„ „ Survey	...	75,376	75,376	74,968	...	...
Toungoo-Mandalay Extension	16,07,911	63,98,384	80,06,295	1,76,716	2,68,943	24,34,207
Bezvada to Hyderabad Frontier	2,89,292	5,22,362	8,11,654	15,819	29,838	1,26,098
Contribution towards construction of the Bhopal State Railway by the Government of India	...	12,50,000	12,50,000	...	...	...
Total Imperial	5,92,62,566	22,12,47,697	28,13,18,668	42,61,901	23,01,013	8,76,33,697
Provincial.						
Bareilly-Pilibheet	1,69,420	13,41,268	15,10,688	50,619	40,677	3,33,424
Lucknow-Sitapur-Sihrámau	...	37,13,533	37,13,533	77,660	1,02,166	5,32,315
Northern Bengal	61,04,155	1,64,20,902	2,25,25,057	96,768	8,18,177	57,66,953
Kaunia-Dharlla	...	9,59,407	9,59,407	2,272	14,513	91,574
Dacca	13,04,427	52,08,896	65,13,323	1,27,798	5,11,551	13,89,547
Assam Behar ... { Tirhoot Section	7,13,249	32,85,971	39,99,220	94,190	1,59,106	19,87,682
Assam Behar ... { Behar Section	10,07,230	63,72,365	73,79,595	88,494	2,90,172	25,72,784
Nalháti	3,90,406	—49,531	3,40,875	...	...	21,690
Tirhoot	35,23,778	1,22,26,197	1,57,49,975	72,011	5,52,053	27,96,269
Amritsar-Pathánkot	...	55,92,937	55,92,937	44,373	1,81,576	11,10,829
Burma	61,22,104	2,25,24,448	2,86,46,552	2,87,384	2,76,856	92,73,597
Jorhát	...	6,79,372	6,79,372	388	4,728	1,18,590
Cherra-Companyganj	...	7,11,144	7,11,144	...	1,622	1,91,521
Total Provincial ...	1,93,34,769	7,89,96,909	9,83,31,678	9,41,957	29,53,197	2,61,86,775
41.—Railways under Survey.						
(Excluding those completed and abandoned) ...	...	14,97,067	14,97,067	14,92,598	...	...
Grand Total ...	7,85,97,335	30,17,41,673	38,11,47,413	66,96,456	52,54,210	11,38,20,472

* Rs. 3,21,797, expenditure on North-West Extensions Surveys transferred to the

WAYS, APPROPRIATED TO THE VARIOUS UNDERTAKINGS TO 31ST DECEMBER 1887.

Bengal and North-Western Railways.)

OF EXPENDITURE.

Ballast and Permanent-way.	Stations and Buildings.	Steam Ferries.	Collieries.	Plant.	Rolling-stock.	Establishment.	Suspense Accounts.	Exchange on Expenditure in England as per Finance Accounts for 1886-87.	Receipts on Capital account deducted.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
2,39,53,597	1,20,01,815	...	...	21,30,369	1,56,35,361	56,35,660	46,24,985	37,26,860	*57,978*
44,58,365	12,63,926	...	...	2,51,771	16,60,645	6,15,940	2,49,290	3,65,480	*49,485*
23,38,350	14,17,639	...	...	3,31,114	11,53,526	13,54,055	...	1,74,100	*40,950*
59,91,474	21,62,209	...	...	2,10,877	16,34,222	7,36,115	...	8,09,390	*9,394*
...	...	...	...	...	...	...	...	...	...
21,84,664	6,83,995	...	...	21,664	83,875	5,90,586	...	2,52,050	*7,630*
50,18,175	8,02,118	...	...	1,87,833	17,298	7,73,443	20,643	6,56,990	*15,719*
23,42,178	5,35,582	...	...	68,013	1,42,455	2,41,131	...	1,58,100	*1,371*
...	...	...	...	546	...	25,681	...	...	*196*
3,85,698	1,07,938	...	...	7,353	...	58,353	...	120	*117*
28,47,802	12,56,201	...	...	8,18,001	7,24,571	14,28,107	27,84,569	4,91,090	*20,008*
...	...	...	...	...	...	...	...	...	...
15,67,555	3,79,981	...	...	2,02,639	4,92,035	5,59,694	2,35,387	2,42,360	*8,631*
...	...	...	...	...	...	...	250	...	*26*
...	...	...	...	...	...	...	...	...	*18*
32,633	...	...	...	6,693	716	...	2,63,465	...	...
15,21,706	2,44,196	...	...	16,453	7,35,905	2,724	...	58,190	*16,072*
11,65,195	1,19,778	...	...	7,390	4,93,783	9,977	15,192	1,01,760	*10,590*
97,17,763	11,37,741	6,628	...	2,66,666	16,24,127	6,16,921	8,14,270	12,11,660	*7,82,538*
2,61,390	38,912	...	...	39,109	...	2,39,563	1,70,127	59,560	*5,199*
...	...	...	...	...	...	...	...	...	...
72,00,818	12,10,868	...	...	11,78,122	31,81,140	19,30,524	17,66,898	22,48,720	*6,13,095*
13,70,525	3,55,007	...	...	41,329	...	1,99,112	30,785	8,520	*1,168*
16,94,852	76,350	...	...	55,118	1,126	1,64,414	...	...	...
3,39,648	1,694	...	...	316	...	27,099	...	...	...
2,060	4,361	...	...	1,517	...	6,295	2,083	...	...
...	...	...	...	...	...	...	36,32,073	4,08,840	*5,88,742*
20,99,776	4,16,287	...	7,36,968	4,43,554	8,87,952	6,12,732	71,171	2,02,960	*42,350*
...	...	...	3,24,529	1,86,580	...	66,275	43,961	60	*91*
15,31,373	3,28,772	...	...	92,409	5,66,024	2,47,486	1,65,474	1,19,900	*1,277*
...	...	...	...	...	...	...	...	420	*12*
18,78,632	2,23,233	...	...	2,03,753	6,02,774	5,73,531	16,45,947	...	*1,441*
4,14,319	28,466	...	...	2,954	...	28,489	1,66,174	...	*3*
...	...	...	...	...	...	...	...	...	...
8,03,18,557	2,47,97,069	8,628	10,61,497	67,71,483	2,96,37,635	1,67,43,907	1,67,01,847	1,12,97,130	*22,74,101*
7,14,771	2,27,974	...	...	13,553	...	91,369	...	42,070	*3,769*
14,48,067	3,55,118	...	...	1,02,473	7,05,337	1,64,064	2,27,836	80	*1,583*
57,24,653	27,93,745	5,96,757	...	9,27,459	28,59,612	21,98,733	..	8,62,950	*1,10,750*
4,95,839	22,933	1,24,194	...	8,909	1,75,861	8,291	15,021	...	...
17,48,723	10,98,601	...	...	2,33,414	7,55,427	3,51,579	...	3,06,530	*9,847*
7,55,026	1,74,041	...	...	83,883	71,886	2,28,215	4,31,060	96,210	*82,079*
17,29,100	5,30,430	...	...	2,02,862	3,76,369	4,78,141	9,81,782	2,83,590	*1,54,129*
1,90,420	25,600	...	...	7,500	48,916	30,000	14,855	11,860	*7,966*
57,05,357	21,25,427	5,80,652	...	4,29,168	18,34,668	9,72,232	...	6,88,480	*6,349*
28,65,845	6,41,655	...	...	41,164	5,31,503	1,67,581	56,999	27,770	*76,358*
3,09,351	62,578	...	...	20,685	1,18,901	36,622	7,613	...	*84*
75,70,424	31,48,063	...	...	7,37,701	36,37,000	20,36,230	5,76,393	12,50,610	*1,47,706*
1,78,901	43,987	5,414	...	1,30,832	58,163	84,525	16,179	...	...
2,94,36,477	1,12,50,152	13,07,017	...	29,39,603	1,11,71,643	68,47,582	23,27,738	35,70,150	*6,00,613*
...	...	...	...	...	...	...	6,839	...	*2,370*
10,97,55,034	3,60,47,221	13,15,645	10,61,497	97,11,086	4,08,09,278	2,35,91,489	190,36,242	1,48,67,280	*28,77,084*

Line as per Government of India, Public Works Department, No. 168 R.C. of 4th February 1888.

STATEMENT OF EXPENDITURE IN ENGLAND AND INDIA ON INDIAN STATE RAILWAYS,

(Excluding the East Indian, Eastern

State Railways.	Expenditure appropriated.			Classification		
	England.	India.	Total.	Preliminary Expenses.	Land.	Construction of line.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Native States.						
Bhávnagar-Gondal	...	99,01,410	99,01,410	51,337	...	32,57,134
„ „ Junagadh-Verawal Section ...	...	9,26,613	9,26,613	32,579	...	2,15,897
Bhopal	...	60,59,939	60,59,939	...	13,322	34,06,113
Khámgaon	...	4,89,180	4,89,180	369	1,116	1,10,457
Amráoti	...	4,44,308	4,44,308	11,799	2,450	95,282
	...	1,78,21,450	1,78,21,450	96,084	16,888	70,84,883
Deduct—Contribution towards construction of Bhopal State Railway by Government of India ...	...	12,50,000	12,50,000	...	...	...
	...	1,65,71,450	1,65,71,450	96,084	16,888	70,84,883
Add :—						
Railways in Native States for which no accounts are received by the Government of India :—						
The Nizam's (Guaranteed Company)	...	...	2,69,71,143	...	...	...
The Gaekwar's	...	...	13,46,259	...	...	...
„ Mehsána-Vadnagar	...	...	13,55,492	...	...	...
Morvi	...	...	11,06,500	...	...	...
Jodhpore	...	...	22,81,433	...	...	...
Rájpura-Patiála	...	...	12,43,250	...	...	...
Total Native States ...	...	1,65,71,450	5,08,75,527	...	...	...

APPROPRIATED TO THE VARIOUS UNDERTAKINGS TO 31ST DECEMBER 1887—*contd.*

Bengal and North-Western Railways.)

OF EXPENDITURE.

Ballast and Permanent way.	Stations and Buildings.	Steam Ferries.	Collieries.	Plant.	Rolling-stock.	Establishment.	Suspense Accounts.	Exchange on Expenditure in England as per Finance Accounts for 1886-87.	Receipts on Capital Account deducted.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
27,74,545	13,16,292	...	...	3,35,907	13,78,963	5,04,535	2,90,325	...	*7,628*
1,857	15,472	...	...	24,008	1,675	59,066	5,76,708	...	*649*
18,39,848	3,35,170	...	...	17,071	...	3,56,495	96,031	...	*4,111*
2,78,600	46,380	...	...	3,503	11,669	30,720	6,610	...	*244*
2,41,571	43,298	...	...	3,016	8,641	28,609	9,642	...	...
51,36,421	17,56,612	...	...	3,83,505	14,00,948	9,79,425	9,79,316	...	*12,632*
...	...	...	...	...	...	...	...	...	...
51,36,421	17,56,612	...	...	3,83,505	14,00,948	9,79,425	9,79,316	...	12,632
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...

GUARANTEED AND SUBSIDIZED RAILWAYS AND STATE LINES LEASED TO COMPANIES.

Statement showing the amount of Capital authorised to be raised for each undertaking as now sanctioned, the amount raised and the amount withdrawn to 31st December 1887.

Railway.	Amount authorised to be raised on 31st December 1887.					Amount raised in England to 31st December 1887.						Amount raised in India to 31st December 1887.		Total amount to 31st December 1887.	Total amount withdrawn to 31st December 1887.
							Debentures.		*Debenture Stock.*						
	Share Capital.	Debentures.	Debenture stock.	Capital not bearing Interest.	Total.	Share Capital.	Amount of Debentures.	Cash received.	Stock represented.	Cash received.	Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.		
GUARANTEED.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Madras ...	10,265,479	400,000	...	12,014	10,677,493	10,257,630	400,000	400,000	...	...	12,014	...	...	10,669,644	10,456,434
South Indian ...	3,209,077	970,000	425,000	62,328	4,666,405	3,207,856	970,000	967,000	425,000	425,000	62,273	1,221	55	4,663,405	4,597,466
Bombay, Baroda and Central India ...	7,550,300	988,500	...	32,270	8,571,070	7,528,628	988,500	974,500	...	...	32,270	21,672	...	8,557,070	8,544,452
Great Indian Peninsula	20,000,000	2,189,300	2,701,450	297,305	25,188,055	19,503,103	2,111,500	2,104,000	2,701,450	2,475,559	222,376	496,897	74,929	24,876,864	24,784,516
Oudh and Rohilkhand	4,000,000	4,915,300	384,700	15,922	9,315,922	3,575,581	4,915,300	4,897,800	384,700	354,589	15,922	424,419	...	9,268,311	9,170,667
Total ...	45,024,856	9,463,100	3,511,150	419,839	58,418,945	44,072,798	9,385,300	9,343,300	3,511,150	3,255,148	344,855	944,209	74,984	58,035,294	57,553,535
SUBSIDIZED.															
Rohilkhand-Kumaun...	200,000	...	...	...	200,000	...	...	...	...	...	...	...	...	200,000	200,000
STATE LINES LEASED TO COMPANIES.															
Southern Mahratta ...	3,000,000	2,000,000	...	...	5,000,000	2,992,100	2,300,000	2,300,000	...	...	...	7,900	...	5,300,000	5,248,537
Mysore ...	...	...	1,200,000	...	1,200,000	...	...	...	1,200,000	1,200,000	24,000	...	...	1,224,000	682,606
Indian Midland ...	3,000,000	*3,000,000	...	...	6,000,000	2,954,474	1,000,000	1,000,000	...	...	...	...	...	3,954,474	3,363,691
Bengal Central ...	500,000	500,000	...	...	1,000,000	500,000	500,000	500,000	...	...	...	...	...	1,000,000	751,663
Bengal-Nágpur ...	3,000,000	...	...	..	3,000,000	2,953,692	...	...	...	...	...	...	...	2,953,692	1,488,887
Total ...	9,500,000	5,500,000	1,200,000	...	16,200,000	9,400,266	3,800,000	3,800,000	1,200,000	1,200,000	24,000	7,900	...	14,432,166	11,535,384
GRAND TOTAL ...	54,724,856	14,963,100	4,711,150	419,839	74,818,945	53,473,064	13,185,300	13,143,300	4,711,150	4,455,148	368,855	952,109	74,984	72,667,460	69,288,919

* To be raised by the issue of shares, or of Debentures, or otherwise.

GUARANTEED AND SUBSIDIZED RAILWAYS AND STATE LINES LEASED TO COMPANIES.

Statement showing the amount received from, and withdrawn by, each Company during the year ended 31st December 1887.

Railway.	Sums standing to the credit of the Companies on the 31st December 1886.	Sums advanced to the Companies on the 31st December 1886.	From 1st January to 31st December 1887.									Total received during the year ended 31st December 1887.	Total withdrawn during the year ended 31st December 1887.
			Amount received						Amount withdrawn				
			In England.				In India.		In England.		In India.		
			Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.	On account of stores, establishment charges, &c.	For discharge of debenture.	Amount.		
GUARANTEED.	£	£	£	£	£	£	£	£	£	£	£	£	£
Madras ...	...	101,975	...	140,000	...	...	...	...	128,982	...	—304,167	140,000	—175,185
South Indian ...	90,124	...	—668	100,750	...	—82	...	...	181,699	...	—57,514	100,000	124,185
Bombay, Baroda and Central India ...	...	38,780	...	100,000	...	...	...	...	129,399	...	—80,797	100,000	48,602
Great Indian Peninsula ...	...	801,439	...	992,500	..	...	...	...	374,550	...	—275,836	992,500	98,714
Oudh and Rohilkhand ...	...	175,466	...	1,422,250	...	—3,750	...	...	117,283	926,000	102,106	1,418,500	1,145,389
Total ...	90,124	1,117,660	—668	2,755,500	...	—3,832	...	...	931,913	926,000	—616,208	2,751,000	1,241,705
SUBSIDIZED.													
Rohilkhand-Kumaon ...	...	...	...	...	...	...	...	...	...	...	...	...	...
STATE LINES LEASED TO COMPANIES.													
Southern Mahratta	...	...	4,500	600,000	...	...	350	...	119,253	...	910,520	604,850	1,029,773
Mysore	1,677,472	...	...	...	...	...	...	...	64,348	...	618,258	...	682,606
Indian Midland ..	1,622,252	...	83,916	1,000,000	...	...	...	...	...	...	...	1,083,916	...
Bengal Central ...	...	...	...	250,000	...	...	...	...	*5,682	...	*—4,019	250,000	1,663
Bengal-Nágpur ...	...	...	2,953,692	...	...	...	...	...	270,788	...	1,218,099	2,953,692	1,488,887
Total ...	3,299,724	...	3,042,108	1,850,000	...	...	350	...	460,071	...	2,742,858	4,892,458	3,202,929
GRAND TOTAL ...	3,389,848	1,117,660	3,041,440	4,605,500	...	—3,832	350	...	1,391,984	926,000	2,126,650	7,643,458	4,444,634

* Represents transactions from 1st July 1885 to 31st December 1887.

GUARANTEED RAILWAYS.

Statement of withdrawals out of Capital for expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to 31st March 1888.

Year.	England.	India.	Total.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,431,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,393	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	—345,750	477,245
1873-74	1,028,032	—334,979	693,053
Carried over ...	38,532,540	52,821,343	91,353,883

GUARANTEED RAILWAYS—*contd.*

Statement of withdrawals out of Capital for expenditure, &c.—contd.

Year.	England.	India.	Total.
	£	£	£
Brought forward ...	38,532,540	52,821,343	91,353,883
1874-75	1,174,893	— 86,982	1,087,911
1875-76	1,151,585	—200,779	950,806
1876-77	1,222,846	—507,387	715,459
1877-78	1,792,483	—469,678	1,322,805
1878-79	1,786,235	—773,612	1,012,623
1879-80	1,256,417	—906,857	349,560
1880-81	941,781	—506,992	434,789
1881-82	1,041,022	—351,482	689,540
1882-83	1,046,483	—635,610	410,873
1883-84	1,473,138	—135,218	1,337,920
1884-85	1,391,270	—256,211	1,135,059
1885-86	1,628,033	—403,928	1,224,105
1886-87	862,685	—620,359	242,326
Total expenditure to end of 1886-87 ...	55,301,411	46,966,248	102,267,659
Deduct—Withdrawals by East Indian Railway Company	12,276,504	18,620,297	30,896,801
	43,024,907	28,345,951	71,370,858
Deduct—Withdrawals by Eastern Bengal Railway Company	1,770,750	1,474,100	3,244,850
	41,254,157	26,871,851	68,126,008
Deduct—Withdrawals by Sind, Punjab and Delhi Railway Company	6,226,076	4,853,607	11,079,683
	35,028,081	22,018,244	57,046,325
Expenditure during 1887-88 (partly estimated) ...	1,006,300	—334,200	672,100
Total ...	36,034,381	21,684,044	57,718,425

STATE LINES LEASED TO COMPANIES.

Statement of Capital withdrawals in England and in India by the Bengal Central, the Southern Mahratta (including Mysore Railway), the Bengal-Nágpur and the Indian Midland Railway Companies during each financial year from the commencement to the 31st March 1888.

Years.	England.	India.	Total.
	£	£	£
1881-82	170,000	...	170,000
1882-83	280,476	728,661	1,009,137
1883-84	340,820	538,001	878,821
1884-85	321,853	727,095	1,048,948
1885-86	261,937	1,406,216	1,668,153
1886-87	706,952	2,433,367	3,140,319
Total expenditure to end of 1886-87 ...	2,082,038	5,833,340	7,915,378
1887-88 (Revised Estimate)	1,700,800	3,281,500	4,982,300
Total ...	3,782,838	9,114,840	12,897,678

SUBSIDIZED RAILWAYS.

Statement of withdrawals out of Capital for expenditure, showing the amount withdrawn in England and in India by the Rohilkhánd-Kumaon Railway Company during each financial year from the commencement to 31st March 1887.

Year.	England.	India.	Total.
	£	£	£
1882-83	40,000	...	40,000
1883-84	120,000	...	120,000
1884-85	20,000	...	20,000
1885-86	...	...	...
1886-87	20,000	...	20,000
Total expenditure to end of 1886-87 ...	200,000	...	200,000

The Company has withdrawn £200,000, but the actual expenditure to the close of the year 1887 was £185,598 only.

CHAPTER VI.

LINES OPEN FOR TRAFFIC.

PERSONS EMPLOYED—FLOOD DAMAGES—ACCIDENTS.

PERSONS EMPLOYED.

Numbers employed.

ON pages 58 and 59 detailed information is given regarding the number of persons of all races on open lines. This may be summarised thus :—

Year ending.	NUMBER OF EMPLOYÉS.				Number of miles open.	Number of stations.
	Europeans.	East Indians.	Natives.	Total.		
31st December 1886 ...	4,460	4,830	210,382	219,672	12,824¼	1,819
31st December 1887 ...	4,684	5,077	215,286	225,047	(a) 14,065¼	1,988

It will be seen that natives form 95·66 per cent. of the entire body of servants. The increase in the number of employés is due mainly to the increased length of line open. The percentage of increase in the total number was 2·45 against 9·68 in the length of Railways worked. Under the head of Europeans there was an increase of 5·02 per cent., under East Indians 5·11 per cent., and under Natives 2·33 per cent.

Casualties.

2. The percentage of casualties amongst Europeans and East Indians from various causes is given below for the years ending 31st December 1886 and 31st December 1887 :—

	1886.		1887.	
	Europeans.	East Indians.	Europeans.	East Indians.
Death	1·45	1·15	1·84	1·28
Resignation or discharge	13·17	17·04	12·25	14·13
Dismissal	5·21	7·67	4·47	6·13
Total ...	19·83	25·86	18·56	21·54

(a) Excludes 2·76 miles of the Benares Branch which is not worked by the Oudh and Rohilkhand Railway.

Numerical Return of servants of all races employed on

Railway.	General Administration, including Agency, Audit, Accounts, Paymaster's, Stores, Medical, Barrack, Printing, Stationery and Police Establishments.				Traffic and Telegraph Departments.				Engineers' Department.			
	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
STATE IMPERIAL.												
East Indian	84	39	2,651	2,774	331	238	10,789	11,408	93 (a)	52 (a)	19,707 (a)	19,852 (a)
Rajputana-Malwa ...	30	26	1,445	1,501	122	170	4,107	4,399	38	14	7,416	7,468
Bengal-Nágpur	17	26	708	751	12	36	315	363	28	17	1,916	1,961
Mysore	1	2	27	30	5	4	215	224	1	6	417	424
Southern Mahratta ...	12	52	613	677	18	116	1,288	1,422	28	34	4,109	4,171
North-Western	46	28	1,490	1,564	271	206	7,293	7,770	111	19	11,512	11,642
Wardha Coal	3	4	81	88	1	2	73	76	...	...	243	243
Katni-Umaria	12	4	85	101	1	2	46	49	1	2	236	239
STATE PROVINCIAL.												
Lucknow-Sitapur-Sihrámau ...	...	...	...	...	Included	with	Oudh and	Rohilkhand	Railway.			
Eastern Bengal Railways (e) ...	17	17	822	856	73	104	3,252	3,429	26	12	5,161	5,199
Nalháti	...	...	11	11	...	...	25	25	...	...	67	67
Tirhoot	4	1	279	284	10	36	601	647	6	1	1,121	1,128
Burma	24	35	191	(f) 250	21	127	543	691	7	20	1,859	1,886
Jorhát	2	...	22	24	1	...	50	51	...	...	88	88
Cherra-Companyganj ...	1	....	5	6	1	...	27	28	...	...	32	32
GUARANTEED COMPANIES.												
Madras	18	48	610	676	91	460	2,670	3,221	27	103	4,139	4,269
South Indian	12	19	330	361	30	88	2,051	2,169	22	40	3,082	3,144
Great Indian Peninsula ...	43	37	1,237	1,317	367	234	6,470	7,068	75	26	16,831	16,932
Bombay, Baroda and Central India	30	57	904	991	12	22	2,552	2,586	25	4	3,053	3,082
Oudh and Rohilkhand ...	17	15	723	755	(j) 51	(j) 40	(j)2,126	(j)2,217	23	15	6,744	6,782
ASSISTED COMPANIES.												
Darjeeling-Himalayan ...	4	...	29	33	4	1	115	120	5	1	160	166
Bengal and North-Western ...	7	9	176	192	18	27	629	674	13	1	1,044	1,058
Rohilkhand-Kumaun ...	4	...	70	74	4	2	204	210	...	1	279	280
Thatón-Duyinzáik	1	...	5	6	...	1	22	23	...	...	13	13
Dibru-Sadiya ...	3	2	79	84	...	1	110	111	3	2	7	12
NATIVE STATES.												
The Nizam's (Guaranteed Company)	17	17	339	373	4	41	337	382	4	11	1,164	1,179
The Gaekwar's	...	...	14	14	...	...	46	46	...	...	142	142
Bhávnagar Gondal	3	5	196	204	2	5	341	348	1	2	579	582
Morvi	1	1	48	50	1	...	83	84	...	...	226	226
Jodhpore	1	...	56	57	...	....	102	102	...	...	277	277
Total of all Railways ...	414	444	13,246	14,104	1,501	1,960	46,482	49,943	537	383	91,624	92,544

(a) Excludes Indian Midland Railway.

open lines of Railway in India on the 31st December 1887.

Locomotive and Carriage and Wagon Departments, including Steam-Boat Establishments.				Total.				Number of miles open.	Number of stations.	Remarks.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.			
438	252	10,220	10,910	993	581	43,367	44,944	(a) 1,726·46	196	(a) Includes all branch lines worked.
243	278	5,494	6,015	433	488	18,462	19,383	(b) 1,688·15	233	(b) Includes Cawnpore-Achnera and Mehsána-Vádnagar Railways.
28	127	1,347	1,502	85	206	4,286	4,577	149·00	23	
3	41	300	344	10	53	959	1,022	139·75	20	
61	128	1,466	1,655	119	330	7,476	7,925	(c) 849·75	106	(c) Includes Bellary-Kistna State Railway.
424	191	13,056	13,671	852	444	33,351	34,647	2,420·43	284	
(d) 12	(d) 16	(d) 737	765	16	22	1,134	1,172	45·00	4	(d) Includes Colliery Establishment.
1	3	28	32	15	11	395	421	37·00	4	
...	2	143	145	...	2	143	145	104·59	16	
124	64	4,142	4,330	240	197	13,377	13,814	769·30	159	
...	2	32	34	...	2	135	137	27·25	6	(e) Includes the figures for the Bengal Central Railway (excluding Agency and Engineering Department), and those for the Assam-Behar Section, excluding Engineering Department.
16	23	864	903	36	61	2,865	2,962	259·00	44	
29	49	1,015	1,093	81	231	3,608	3,920	333·00	55	
1	...	19	20	4	...	179	183	30·60	6	(f) Excludes Police which is under the control of the Inspector-General of Police, Lower Burma.
...	...	29	29	2	...	93	95	7·50	3	
97	451	3,740	4,288	233	1,062	11,159	12,454	830·09	120	
46	231	2,630	2,907	110	378	8,093	8,581	(g) 737·00	115	(g) Includes Cuddapah-Nellore State Railway.
448	276	10,555	11,279	933	570	35,093	36,596	(h) 1,503·75	206	
82	41	2,269	2,392	149	124	8,778	9,051	(i) 461·28	81	(h) Includes the Dhond-Manmád, Berar and Bhopal Railways.
75	28	3,703	3,806	166	98	13,296	13,560	(k) 694·31	100	(i) Includes Pátri line.
										(j) Includes men employed for working the Lucknow-Sitapur-Sihrámau Railway.
12	3	112	127	25	5	416	446	51·00	11	(k) Includes Benares Branch, 3·24 miles.
30	11	529	570	68	48	2,378	2,494	376·90	59	
5	...	143	148	13	3	696	712	(l) 91·00	16	
...	...	9	9	1	1	49	51	8·00	2	
6	2	80	88	12	7	276	295	78·00	29	(l) Includes Bareilly-Pilibheet State Railway.
31	66	1,032	1,129	56	135	2,872	3,063	204·50	24	
...	...	14	14	...	...	216	216	58·80	9	
19	4	103	126	25	16	1,219	1,260	193·09	28	
1	...	92	93	3	1	449	453	68·00	11	
...	1	31	32	1	1	466	468	123·75	18	
2,232	2,290	63,934	68,456	4,684	5,077	215,286	225,047	(m) 14,665·35	1,988	(m) Excludes 2·76 miles of the Benares Branch which is not worked by the Oudh and Rohilkhand Railway.

Numerical Return of Casuallies, whether by death, resignation and discharge, or dismissal amongst . . . year ending 31st

Railway.	General Administration, including Agency, Audit, Account, Paymaster's Stores, Medical, Barrack, Printing, Stationery and Police Establishments.										Traffic and Telegraph Departments.										Engineer's					
	Europeans.					East Indians.					Europeans.					East Indians.					Europeans.					
	Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				
		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
STATE IMPERIAL.																									
East Indian (*a*)	83·00	2	7	2	11	30·00	1	5	...	6	384·00	5	38	15	58	231·00	4	31	3	38	91·00	1	9	...	10
Rajputana-Malwa (*b*) ...	28·03	...	3	...	3	26·59	...	6	...	6	123·00	1	12	7	20	177·00	3	28	9	40	34·87	2	1	...	3
Bengal-Nágpur	9·70	...	1	...	1	19·67	...	6	1	7	6·58	1	1	...	2	31·25	1	19	5	25	16·83	...	5	...	5
Mysore	1·00	...	...	...	...	2·00	...	...	...	...	4·00	...	1	...	1	36·00	3	7	2	12	1·00	...	...	...	...
Southern Mahratta	13·33	...	4	1	5	152·25	...	12	1	13	19·00	...	4	5	9	86·00	1	11	17	29	25·29	...	7	1	8
North-Western	47·64	...	7	1	8	25·67	...	2	1	3	240·39	9	20	18	47	217·44	7	23	16	46	104·41	1	3	...	4
Wardha Coal	3·00	...	...	...	...	1·00	...	...	...	...	1·00	...	...	...	...	2·00	...	1	...	1	...	...	...	...	...
Katni-Umaria	1·00	..	...	...	...	0·33	...	...	2	2	1·66	...	...	...	...	1·25	...	2	....	2	1·33	1	...	...	1
STATE PROVINCIAL.																									
Lucknow-Sitapur-Sihrámau ...	...	...	...	...	...	...	...	...	...	...	...	...	...	Included with Oudh and Rohilkhand Railway.							...	...	...	...	...
Eastern Bengal Railways (*d*) ...	17·16	...	...	...	...	21·25	...	5	1	6	58·66	1	13	2	16	96·49	...	30	6	36	23·56	...	10	...	10
Nalhati	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tirhoot	4·00	..	...	...	...	0·83	...	...	...	...	12·75	...	7	2	9	30·75	1	14	4	19	6·30	...	...	...	...
Burma	16·25	...	...	...	...	25·30	1	13	...	14	28	...	4	5	9	169·00	4	29	23	56	9·00	...	...	2	2
Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cherra-Companyganj ...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GUARANTEED COMPANIES.																									
Madras.	18·00	1	...	...	1	47·67	...	3	1	4	85·25	1	15	5	21	440·67	6	47	23	76	27·00	2	...	...	2
South Indian	13·00	...	...	...	...	24·00	...	5	...	5	30·50	..	3	1	4	82·50	...	11	9	20	20·79	...	7	2	9
Great Indian Peninsula (*e*) ...	42·00	1	2	1	4	37·00	1	...	...	1	367·00	6	46	1	53	231·80	1	13	2	16	74·00	1	8	...	9
Bombay, Baroda and Central India. (*f*)	30·00	...	2	...	2	58·00	1	5	1	7	12·00	..	...	...	...	23·00	...	2	1	3	24·00	...	1	...	1
Oudh and Rohilkhand ...	17·00	...	...	...	...	14·75	...	2	...	2	57·72	...	9	7	16	36·16	1	4	1	6	23·00	...	1	...	1
ASSISTED COMPANIES.																									
Darjeeling-Himalayan ...	3·25	...	...	...	...	0·25	...	1	...	1	4·66	...	2	...	2	0·33	...	...	...	...	5·00	...	...	...	...
Bengal and North-Western ...	7·00	...	1	...	1	0·00	...	...	...	...	23·20	1	13	3	17	27·70	...	13	5	18	17·00	...	4	2	6
Rohilkhand-Kumaun (*g*) ...	4·00	...	...	...	...	...	...	...	...	...	4·00	...	4	1	5	2·00	...	1	...	1	...	...	...	...	...
Thatón-Duyinzáik	1·00	...	...	...	...	...	...	...	...	...	...	..	...	...	...	1·00	...	...	...	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
NATIVE STATES.																									
The Nizam's (Guaranteed Company)	17·00	...	4	...	4	17·00	...	...	2	2	4·00	..	2	1	3	41·00	...	7	8	15	4·00	...	1	...	1
The Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bhávnagar-Gondal	3·00	1	...	...	1	5·00	...	...	...	...	2·00	...	...	...	...	6·00	...	3	...	3	1·00	...	...	...	...
Morvi	1·00	...	...	...	...	1·00	...	...	...	...	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jodhpore	1·00	...	...	...	...	...	...	...	...	...	...	..	...	..	...	...	...	...	...	...	...	...	...	...	...
TOTAL OF ALL RAILWAYS...	380·91	5	30	5	40	527·47	4	65	10	79	1,479·38	25	194	73	292	1,971·54	32	296	134	462	509·27	8	57	7	73

(*a*) Includes all branch lines worked, excepting under "Engineer's Department" which excludes the staff employed on the maintenance of the Cawnpore-Kalpi Section, Indian Midland Railway.

(*b*) Includes Cawnpore-Achnera and Mohsáns-Vadnagar Railways.

(*c*) Includes Colliery Establishment.

the European and East Indian employés on the Railways open for traffic in India during the December 1887.

DEPARTMENT.					LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS, INCLUDING STEAM BOAT ESTABLISHMENTS.										TOTAL.										Mean Mileage open.	RAILWAY.
EAST INDIANS.					EUROPEANS.					EAST INDIANS.					EUROPEANS.					EAST INDIANS.						
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by					
	Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		
																										STATE IMPERIAL.
46·00	1	7	...	8	448·00	5	37	5	47	251·00	4	12	2	18	1,006·00	13	91	22	126	567·00	10	55	5	70	1,724·99	EAST INDIAN (a)
10·91	...	1	...	1	235·00	5	50	25	80	251·00	2	64	34	100	420·95	8	65	32	105	465·41	5	99	43	147	1,680·66	RAJPUTANA-MALWA (b)
13·25	...	...	1	1	28·00	...	4	3	7	126·00	2	21	13	36	61·11	1	11	3	15	190·17	3	46	20	69	149·00	BENGAL-NÁGPUR.
6·00	...	3	...	3	5·00	...	...	...	...	4·00	...	...	...	...	11·00	...	1	...	1	48·00	3	10	2	15	139·75	MYSORE.
29·53	...	10	8	18	53·00	...	16	22	38	106·00	1	58	50	109	111·11	...	31	29	60	373·78	2	91	76	169	671·07	SOUTHERN MAHRATTA. *
23·58	1	2	...	3	438·00 (c)	20	57	12	89	198·00 (c)	1	18	8	27	839·44	30	87	31	148	464·69	9	45	25	79	2,211·58	NORTH-WESTERN.
...	...	...	...	...	12·00	1	1	...	2	18·00	...	3	...	3	16·30	1	1	...	2	21·00	...	4	...	4	45·00	WARDHA COAL.
1·90	...	...	...	...	1·08	...	1	...	1	2·50	...	1	2	3	5·07	1	1	...	2	5·88	...	3	4	7	37·00	KATNI-UMARIA.
																										STATE PROVINCIAL.
...	...	...	...	...	1·33	...	2	1	3	1·25	...	1	...	1	1·33	...	2	1	3	1·25	...	1	...	1	77·09	LUCKNOW-SITAPUR-SEHRÁMAU.
12·31	...	6	...	6	113·63	2	18	6	26	66·41	1	11	1	13	213·20	3	41	8	52	196·46	1	52	8	61	759·75	EASTERN BENGAL RAILWAYS (d).
...	...	...	...	...	...	...	...	...	...	2·00	...	...	...	...	...	...	...	...	...	2·00	...	...	...	...	27·25	NALHÁTI.
0·17	...	...	...	...	14·58	...	...	1	1	21·41	...	2	...	2	37·63	...	7	3	10	53·16	1	16	4	21	249·52	TIRHOOT.
20·00	1	4	...	5	29·00	1	1	2	4	49·00	...	1	1	2	82·25	1	5	9	15	263·30	6	47	24	77	333·00	BURMA.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25·95	JORHÁT.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7·23	CHERRA-COMPANYGANJ.
																										GUARANTEED COMPANIES.
103·00	...	11	...	11	100·00	3	2	3	8	466·00	9	19	1	29	230·25	7	17	8	32	1,051·34	15	80	25	120	845·31	MADRAS.
31·10	2	9	1	12	44·50	1	2	1	4	239·40	3	18	7	27	107·70	1	13	4	17	367·00	4	43	17	64	686·56	SOUTH INDIAN.
29·00	...	1	...	1	447·00	6	43	2	51	268·00	...	51	...	51	930·00	14	104	4	122	565·00	2	65	2	69	1,501·17	GREAT INDIAN PENINSULA. (e)
4·00	...	...	...	...	33·00	1	11	1	13	43·00	1	4	...	5	149·00	1	14	1	16	129·00	2	11	2	15	461·00	BOMBAY, BARODA AND CENTRAL INDIA. (f)
15·00	...	...	...	...	87·08	1	2	24	27	33·17	...	4	9	13	184·81	1	12	31	44	99·08	1	10	10	21	688·48	OUDH AND ROHILKHAND.
																										ASSISTED COMPANIES.
1·00	...	...	...	...	12·75	...	...	...	...	2·83	...	...	...	...	25·66	...	2	...	2	4·41	...	1	...	1	51·00	DARJEELING-HIMALAYAN.
3·00	...	...	2	2	32·00	1	13	1	15	9·00	...	...	1	1	79·20	2	31	6	39	48·70	...	13	8	21	376·00	BENGAL AND NORTH-WESTERN.
1·00	...	...	...	...	5·00	...	1	...	1	...	...	...	...	...	13·00	...	5	1	6	3·00	...	1	...	1	103·00	ROHILKHAND-KUMAUN (g)
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·00	...	...	...	...	1·00	...	...	...	...	8·00	THATÓN-DUYINZÁIK.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	78·00	DIBRU-SADIYA.
																										NATIVE STATES.
11·00	...	4	2	6	31·00	...	17	12	29	66·00	1	10	24	35	56·00	...	24	13	37	135·00	1	21	36	58	208·44	THE NIZAM'S (GUARANTEED COMPANY).
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	58·85	THE GAEKWAR'S.
2·00	...	...	...	...	19·00	...	1	...	1	4·00	...	...	...	...	25·00	1	1	...	2	19·00	...	3	...	3	193·09	BHÁVNAGAR-GONDAL.
...	...	...	...	...	1·00	...	...	...	...	...	...	...	...	...	2·00	...	...	...	...	1·00	...	...	...	...	64·73	MORVI.
...	...	...	...	...	...	...	...	...	...	1·00	...	...	...	...	1·00	...	...	...	...	1·00	...	...	...	...	110·70	JODHPORE.
363·65	5	68	14	77	2,241·15	47	294	121	452	2,212·97	24	298	153	475	4,610·71	85	566	206	856	5,075·63	65	717	311	1,093	13,573·17	TOTAL OF ALL RAILWAYS.

(d) Includes the figures for the Bengal Central Railway (excluding Agency and Engineering Department), also the figures of the Assam-Behar Section, excluding Engineering Department.

(e) Includes Dhond-Manmad, Berar and Bhopal Railways.

(f) Includes Patri Line.

(g) Includes Bareilly-Pilibheet State Railway.

Native Drivers and Shunters.

3. The following abstract gives a comparative statement of the number of natives employed as drivers and shunters on the several Railways during the years 1886 and 1887, showing an increase of 101 in the total number employed :—

Railway.	Drivers.		Shunters.		Total.	
	1886.	1887.	1886.	1887.	1886.	1887.
STATE IMPERIAL.						
East Indian	104	101	115	121	219	222
Rajputana Malwa...	34	38	51	50	85	88
Bengal-Nágpur	3	4	11	6	14	10
Southern-Mahratta (*a*)	3	10	9	17	12	27
North-Western	95	115	87	89	182	204
Wardha Coal	*Nil*	*Nil*	1	1	1	1
Katni-Umaria	1	2	*Nil*	*Nil*	1	2
Total ...	240	265	274	284	514	549
STATE PROVINCIAL.						
Eastern Bengal Railways	34	31	23	31	57	62
Nalhâti	2	2	1	1	3	3
Tirhoot	13	14	8	9	21	23
Burma	17	22	6	10	23	32
Jorhât...	3	3	*Nil*	*Nil*	3	3
Cherra-Companyganj	2	2	*Nil*	*Nil*	2	2
Total ...	71	74	38	51	109	125
GUARANTEED COMPANIES.						
Madras	9	12	6	8	15	20
South Indian	21	28	14	16	35	44
Great Indian Peninsula	115	133	*Nil*	*Nil*	115	133
Bombay, Baroda and Central India ...	48	46	19	18	67	64
Oudh and Rohilkhand	48	52	53	53	101	105
Total ...	241	271	92	95	333	366
ASSISTED COMPANIES.						
Darjeeling-Himalayan	1	1	*Nil*	*Nil*	1	1
Deoghur	2	2	*Nil*	*Nil*	2	2
Bengal and North-Western... ...	6	13	5	7	11	20
Rohilkhand-Kumaun (*b*)	2	3	1	*Nil*	3	3
Thatón-Duyinzáik	2	2	*Nil*	*Nil*	2	2
Dibru-Sadiya	4	5	*Nil*	*Nil*	4	5
Total ...	17	26	6	7	23	33
NATIVE STATES.						
The Nizam's (Guaranteed company) ...	4	7	1	3	5	10
Bhávnagar-Gondal	*Nil*	*Nil*	3	2	3	2
Morvi	4	7	*Nil*	*Nil*	4	7
Jodhpore	3	3	*Nil*	*Nil*	3	3
Total ...	11	17	4	5	15	22
Grand Total ...	580	653	414	442	994	1,095

(*a*) Includes Mysore State Railway.
(*b*) Includes Bareilly-Pilibheet State Railway.

Provident Institutions.

4. The following statement gives the number of depositors in the State Railway Provident Fund Institutions, and the sum at their credit on the 31st December 1887:—

State Railway.	Number of Staff depositing.	Number of Depositors.		Amount at credit on the 31st December 1887.				Remarks.
		Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	Total.	
STATE IMPERIAL.				Rs.	Rs.	Rs.	Rs.	
Rajputana-Malwa ...	2,942	118	2,924	27,161	2,33,221	1,87,201	4,47,603	
Bengal-Nágpur ...	278	9	274	436	14,820	9,480	24,736	
Mysore	169	...	169	...	6,360	2,732	9,092	
Bellary-Kistna ...	388	...	388	...	7,366	...	7,366	(a) Includes for bonus No. 1231 (Sind section). (b) Includes Rs. 7,341 at credit of the Fine Fund and Rs. 3,66,202 as security deposits.
North-Western ...	5,200	219	(a) 6,164	(b) 4,21,851	5,57,529	2,14,065	11,93,445	
Wardha Coal ...	49	2	49	180	8,105	4,582	12,867	
Katni-Umaria ...	36	...	36	...	550	193	743	
Total ..	9,062	348	(a) 10,004	4,49,698	8,27,951	4,18,203	16,95,852	
STATE PROVINCIAL.								
Eastern Bengal Railways	2,611	29	2,611	3,100	1,27,286	83,001	2,13,387	
Nalháti	24	1	24	306	868	550	1,721	
Tirhoot	443	25	443	5,197	32,461	16,106	53,764	
Burma	635	42	629	6,277	34,409	20,389	61,075	
Jorhát	25	1	24	45	774	382	1,201	
Cherra-Companygánj ...	*Nil*		*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	
Total ...	3,738	98	3,731	14,927	1,95,798	1,20,428	3,31,148	
NATIVE STATES.								
The Nizam's (Guaranteed company.)	427	16	426	1,044	40,548	15,954	57,546	
Bhávnagar-Gondal ...	254	16	251	3,201	36,942	21,019	61,162	
Morvi	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	
Jodhpore	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	
Total ...	681	32	677	4,245	77,490	36,973	1,18,708	
Grand Total ..	13,481	478	(a) 14,412	4,68,870	11,01,234	5,75,604	21,45,708	

Railway Volunteer Corps.

5. The following abstract gives the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1888. The total enrolled strength, 7,264, represents 75 per cent. of the European and East Indian employés of the Railways concerned :—

Corps.	Enrolled strength.	Efficients.				Non-Efficients.	Sergeant Instructors, 1st and 2nd Class.	Drill-Instructors.	Head-Quarters.	Remarks.
		Officers.	Non-Commissioned Officers.	Volunteers.	Total.					
East Indian Railway ...	1,149	63	149	917	1,129	20	14	*Nil.*	Jamalpur.	
Rajputana-Malwa — 2nd Battalion, Bombay, Baroda and Central India Railway Volunteer Rifle Corps (or Rajputana-Malwa Volunteers) ...	689	23	87	516	626	63	10 First class	*Nil*	Ajmere.	
Bengal-Nagpur—Nagpur Volunteer Corps, "B" and "C" Companies...	188	3	16	147	166	22	2	*Nil*	Nágpur.	
Southern Mahratta Railway ...	229	...	...	...	...	...	3	*Nil*	Hubli.	
North-Western Railway, Right and Left Half-Battalions ...	977	35	88	779	902	75	11	1	Lahore and Sukkur.	
Wardha Coal—Nagpur Volunteer Rifles ...	44	3	5	33	41	3	1 First class	*Nil*	Nagpur.	
Eastern Bengal Railways ...	271	10	25	227	262	9	2	*Nil*	Sealdah.	
Tirhoot State Railway ...	67	1	8	58	67	...	1 First class	*Nil*	Samastipore	
Burma State Railway ...	376	12	42	242	296	80	6 First class	*Nil*	Rangoon.	
Madras Railway ...	837	24	96	672	792	45	8	*Nil*	Perambúr	
South Indian Railway ...	522	15	51	291	357	165	7	*Nil*	Negapatam.	
Great Indian Peninsula Railway ...	1,058	30	120	872	1,022	36	9	1	Bombay.	
Bombay, Baroda and Central India Railway—1st Battalion Railway Volunteer Corps ...	387	18	59	242	319	68	3 First and 1 second class.	1	Bombay.	
Oudh and Rohilkhand—Oudh Volunteer Rifles ...	75	5	12	57	74	1	*Nil*	*Nil*	Lucknow.	
Oudh and Rohilkhand—Rohilkhand Volunteer Rifles ...	67	2	7	34	43	24	1 First class	1	Bareilly.	
Darjeeling-Himalayan—Northern Bengal Volunteer Rifles ...	17	1	2	14	17	...	...	...	Kurseong and Darjeeling.	There is no separate Railway Corps, the men are attached to "A" and "B" Companies of the Northern Bengal Volunteer Rifles.
Bengal and North-Western—Ghazipur Volunteer Rifle Corps, "D" and "E" Companies...	57	2	1	54	57	...	1	*Nil*	Ghazipur.	
Bengal and North-Western—The Trans-Gogra Company, Oudh Volunteer Rifles ...	16	1	...	15	16	...	1	*Nil*	Lucknow.	
Bengal and North-Western—Gorakhpur Light Horse ...	6	...	1	5	6	...	1	*Nil*	Gorakhpur.	
Rohilkhand-Kumaun Rohilkhand ...	8	1	1	6	8	...	1 First class.	*Nil*	Bareilly	
The Nizam's (Guaranteed Company)—Hyderabad Volunteer Rifles, "B" and "C" Companies ...	178	4	21	143	168	10	1 First class	*Nil*	Secunderabad	
Bhávnagar-Gondal—1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifle Corps F Company—Ghadechi ...	42	2	6	28	36	6	1 First class.	*Nil*	Ghadechi.	
Morvi State Railway—(incorporated with the Bombay, Baroda and Central India Railway Volunteer Rifle Corps, E Class) ...	4	...	1	3	4	...	*Nil.*	*Nil*	*Nil.*	
Total ...	7,264	255	798	5,355	6,408	627	...	...	...	

Statement showing the strength and cost of Police on the open lines of Railway in India, and the amount of compensation payments due to thefts, for the year 1887.

Railway.	Subordinate Officers.	Constables and men.	Salaries and fixed allowances of Officers.	Office expenses and travelling allowances.	Salaries of Subordinate Officers and men.	Total cost of force per annum.	Cost of force per mile of Railway.	Compensation payments due to theft or carelessness of police.	Compensation payments per mile of Railway.	Length of Railway open for traffic.	Remarks.
	No.	No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Miles.	(*a*) Includes Branch lines worked.
STATE IMPERIAL.											(*b*) Includes both "Law and Order" and "Watch and Ward."
East Indian	115	340	19,200	22,115	87,803	1,29,118	74·75	4,316	2·50	(*a*)1,727·25	(*c*) The police on this Railway are paid solely by the State, and are not charged to the Railway.
Rajputana-Malwa	120	581	24,622	20,779	89,745	1,35,146	81·20	1,067	0·64	1,664·42	
Bengal-Nagpur (*b*)	9	91	...	2,100	10,880	12,980	87·11	...	...	149	
Mysore (*c*)	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	139·75	(*d*) Excludes Rajpura-Patiala and Frontier Railways.
Southern Mahratta	36	148	7,550	2,665	28,471	38,686	45·35	469	0·55	853	
North-Western	160	1,117	15,936	14,921	1,42,191	1,73,048	80·04	818	0·38	(*d*)2,162	(*e*) Represents cost of clothing per annum.
Wardha Coal (*b*)	1	27	360	(*e*) 116	2,298	(*f*) 2,739	60·87	...	...	45	
Katni-Umaria	1	6	...	...	552	552	14·92	...	...	37	(*f*) Represents actual amount disbursed during the year.
STATE PROVINCIAL.											(*g*) Includes Northern-Bengal, Kaunia-Dharlia, Dacca and Bengal Central Railways.
											(*h*) Includes Rs. 966 for clothing.
Eastern Bengal Railways	60	184	10,800	9,329	44,460	64,589	88·36	199	0·27	(*g*) 731	(*i*) These 12 constables are under the direct control of District Superintendent of Police, Sibsagar, and their cost is defrayed by the Police Department.
Nalhati	...	1	...	3	68	71	2·61	...	...	27·25	
Tirhoot	...	88	...	270	5,400	5,670	21·89	888	3·43	259	
Burma	13	71	...	...	(*h*) 17,598	17,598	53·82	...	...	327	
Jorhat	...	(*i*) 12	...	...	...	...	...	...	...	30·60	No Railway Police entertained.
Cherra-Companygang	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	7·50	(*j*) No separate police force maintained, the duties being performed by the Government police paid by the State.
GUARANTEED COMPANIES.											(*k*) Includes the proportion of cost of Police wages payable by the Government of Bombay.
Madras	9	242	3,350	5,692	26,281	35,323	42·55	109	0·13	830·09	
South Indian (*j*)	...	...	...	...	...	...	...	...	...	654	(*l*) Includes The Gaekwar's Railway.
										(*a*)	
Great Indian Peninsula ...	16	875	18,840	777	1,33,148	(*k*)1,70,249	113·21	2,939	1·95	1,503·75	(*m*) Estimated cost.
Bombay, Baroda and Central India ...	51	380	16,800	15,010	54,743	86,553	166·45	122	0·23	(*l*) 520	
Oudh and Rohilkhand	3	360	...	2,711	27,472	30,183	42·87	95	0·14	688	(*n*) Employed outside the Railway boundary, acting under orders of the Home Secretary to His Highness the Nizam's Government.
ASSISTED COMPANIES.											
Darjeeling-Himalayan	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	51	No Police force entertained.
Bengal and North-Western ...	2	34	...	(*m*) 1,965	(*m*) 4,301	(*m*) 6,266	16·66	...	...	376	(*o*) Includes Rs. 120 as contingencies and Rs. 208 as clothing allowance for 26 men.
Rohilkhand-Kamaun (including Bareilly-Pilibheet).	3	11	...	504	2,124	2,628	28·88	...	...	91	(*p*) Includes Rs. 192 as allowance for 8 checkers and Rs. 1,120 as clothing allowance for 140 men.
Thatón-Dutyinzáik	...	6	...	...	864	846	108·00	...	...	8	
Dibru-Sadiya	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	78	(*q*) Includes the cost of force employed outside the Railway boundary, acting under orders of the Home Secretary to His Highness the Nizam's Government and the cost of their general superintendence.
NATIVE STATES.											
The Nizám's (Guaranteed Company) ...	(*n*) 1	(*n*) 26	11,040	2,496	(*o*)3,940 (*p*) 20,968	(*q*) 38,444	187·99	29	0·14	204·56	(*r*) Includes a charge of Rs. 405 paid to Bombay, Baroda and Central India Railway on account of Police employed at Wadhwan Junction.
	3	140									
Bhávnagar-Gondal	16	64	2,424	2,782	10,392	(*r*) 15,548	80·56	...	...	193	
Morvi	1	22	600	240	2,160	3,000	44·11	...	...	68	
Jodhpore	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	124	No separate Police force entertained. The general Police force of the Durbar perform the duty.

FLOOD DAMAGES.

6. The following were the principal flood damages on open lines of Railway in 1887 :—

North-Western.

Sahâranpur District.—The heavy rain of the 6th July 1887 undermined three piers of the bridge at mile 203, rendered the road in the 201st mile unsafe for the passage of trains, and did much damage between miles 309 and 311. The line was repaired by the evening of the 9th July 1887.

The same line was damaged by heavy rain on the 17th and 18th September 1887.

The new rail girder viaduct at mile 203, was injured by water, percolating through the bank. Sambhu station house and several menials' quarters were destroyed. From miles 169 to 166 there were 20 gaps in the road of various lengths; and at mile 164 a gap of 150 feet in length; just outside the facing points of Sarái Banjára there was another gap of about the same dimensions. At mile 162 there was a gap of 300 feet; between miles 162 and 156 there were 6 gaps ranging from 20 to 40 feet. On the same day the walls and roof of Sarái Banjára station house, as also the Staff quarters, at that station collapsed. Through communication was restored by means of diversions on the 28th September 1887.

Rájpura-Patiála Railway.—The same flood found its way on to the Rájpura-Patiála Line, and breached it at miles 14 and 15, causing gaps ranging from 33 to 830 feet. The damage was repaired, and through communication restored, on the 8th October 1887.

Bhakkar District.—Owing to heavy rain on the 26th July 1887, the line between miles 72 and 87¼ was flooded, and between mile 87¼ to 99 the line was breached in 13 places.

Owing to heavy rain on the 2nd August 1887, the line between Pind Dádan Khán and Golpur was rendered impassable for some hours. Considerable damage was done to the temporary store buildings and quarters occupied by the office staff at Chak Nizam. The opening of a portion of the Sind-Sagar Railway, Bhakkar to Haranpur, was delayed for a fortnight in consequence.

Quetta Loop.

Heavy floods considerably damaged portions of the Bolan Line in August 1887, and it was not re-opened for passenger traffic, until the 22nd October 1887. Sanction was, however, promptly obtained to open the Sind-Pishin State Railway for passenger traffic, and consequently through communication with Quetta was interrupted for a few days only. The Bolan route has also been several times breached by minor floods, causing interruptions of a few days duration.

Bengal-Nagpur.

7. In July the Railway embankment at mileage 89, at the east end of the Gudma station yard, was breached by heavy floods for a length of 500 feet, causeing an interruption of traffic for a day or two.

In the August following, the bank at about one mile north of Dowháli on the Tumsar Branch was breached, and a three 20-feet bridge at mileage 51, north of Dowháli, on the main line, was also slightly damaged.

In January last a through mixed train was partially derailed at the Ranala Diversion, mileage 8, the damage sustained by rolling stock amounting to Rs. 2,092; and again in February a heavy local thunderstorm caused a breach at mileage 10, Bagdora Diversion, resulting in an engine sinking into the bed of the stream and thereby interrupting traffic for a couple of days.

Eastern Bengal.

8. The line was not tried by floods during the year, but the customary difficulties were experienced at Damukdea on account of the silting up and alteration in the course of the River Pudda. Goods working was removed to Kooshtea on

the 28th September, and operations at Damukdea were not resumed until the 7th January 1888.

South Indian.

9. The protective works to the banks and bridges on this Railway, necessitated by the disastrous floods of December 1884, have made good progress, the embankments in many places have been lowered and causeways laid down, in order to allow extraordinary floods to pass over the line; certain walls and aprons have been added to several bridges, and, where necessary, the waterways of existing bridges have been increased.

Cuddápah-Nellore.

10. The heavy rains in October 1887 tried the line severely, and although there were no actual breaches, it became unsafe through the settlement of some of the banks, and traffic was suspended for a few days. The speed of trains had to be reduced to 15 miles an hour until the monsoon was over.

Cherra-Companyganj.

11. At the close of the year the line was opened for traffic from Thariághát to Bordeokhal Bridge near Companyganj. From the 2nd of June 1887 till February 1888, traffic was confined to the line between the Thariá River and the Bordeokhal Bridge in consequence of heavy damage having been caused by floods, 30 inches of rain having fallen in 24 hours at Cherra Poonjee. On the hill section there were several heavy landslips, and on the plains section the end of the Thariá Bridge was turned and a breach formed between the Thariá Bridge and the Thariá Station. This breach has been bridged and the Thariá Bridge repaired.

ACCIDENTS.

Accidents.

12. The following statement gives the total number of persons killed and injured in connection with Railway working during 1887, compared with 1886:—

	Passengers.						Railway servants or servants of Contractors.						Other persons.								Total all classes.	
	From causes beyond their own control.		From their own misconduct or want of caution.		Total.		From causes beyond their own control.		From their own misconduct or want of caution.		Total.		Whilst passing over Railways at level crossings.		Trespassers and suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1886 ...	4	51	36	118	40	169	10	63	129	450	139	513	6	8	178	59	16	9	203	76	382	758
1887 (a)...	6	63	41	83	47	157	22	67	139	415	161	472	26	14	190	44	1	10	221	68	439	691

13. Particulars regarding accidents to trains are given in the abstract on the next page.

The number of train accidents per 1,000 train-miles was the same as in 1886, *viz.*, 0·06. There were three passengers killed from causes beyond their own control, and one passenger killed from his own misconduct or want of caution, during 1887, being an average of one per 23¼ millions of passengers travelling; 62 passengers were injured, or an average of one per 1½ millions. From the total number of killed and injured, *viz.*, 66, it would appear that an average of 61½⅔ millions of miles is travelled for each casualty.

(a) Excludes Darjeeling-Himalayan Railway for the 4th quarter of 1887.

Serial No.	CLASS OF ACCIDENTS.	NUMBER OF ACCIDENTS.		DURING 1887.						REMARKS.
				NUMBER OF PASSENGERS AND OTHERS		NUMBER OF SERVANTS		TOTAL		
		1886.	1887.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	Collisions between passenger trains, or parts of passenger trains ...	5	4	...	(a)9	...	...	...	9	(a) On the East Indian Railway, on the 15th January 1887, at Bhágalpur Station, a collision took place between an up mixed train and a down mail, through carelessness of the Points Jemadar: 9 passengers were injured.
2	Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	58	51	...	(b)29	1	(b)7	1	36	(b) On the Great Indian Peninsula Railway, on the 11th March 1887, a passenger train collided with a Down empty Special train, between Kherwádi and Niphád stations, through the carelessness of the Station Masters at Niphád and Nandgaon: 28 passengers and 2 guards were injured.
3	Collisions between goods trains, or parts of goods trains ...	72	59	...	...	(c)2	(c)4	2	4	
4	Collisions between light engines	4	6	...	...	...	2	...	2	
5	Passenger trains, or parts of passenger trains, leaving the rails ...	66	92	(d)3	(d)15	1	3	4	18	
6	Goods trains, or parts of goods trains, engines, &c., leaving the rails	279	291	...	...	...	7	...	7	(c) On the North-Western Railway, on the 21st June 1887, during a violent dust-storm, a Down Goods train entered Khánewal station at too high a speed and ran into the rear of a Down Special standing at that station. One Railway servant was killed, and two others seriously injured. The Driver of the Goods train was prosecuted and sentenced to one month's imprisonment.
7	Trains or engines travelling in the wrong direction through points...	45	48	...	...	...	1	...	1	
8	Trains running into stations or sidings at too high a speed ..	12	5	...	...	...	...	...	...	
9	Ditto over cattle on the line	1,078	1,124	...	...	(e)2	(e)4	2	4	
10	Ditto over obstructions on the line	64	79	...	(f) 6	...	2	...	(f) 8	On the Great Indian Peninsula Railway, on the 11th March 1887, a Down Goods collided at Kherwadi with an Up Goods owing to the Driver of the down train having disregarded the signal. The Driver was killed. Damage to rolling-stock estimated at Rs. 30,000.
11	Ditto through gates at level crossings	46	50	...	...	...	...	...	...	
12	The bursting of boilers of engines	1	...	...	...	...	...	...	...	(d) On the Madras Railway, on the 26th January 1887, the engine and tender and a loaded wagon attached to a mixed train were derailed while entering Jalárpet Station, in consequence of the points having shifted through the negligence of the Points-man: 8 third class passengers were injured.
12(a)	Ditto of tubes, &c., of engines	80	71	...	...	1	1	1	1	
13	The failure of machinery, springs, &c., of engines	217	185	...	...	...	...	...	...	
14	Ditto of tyres	3	11	...	...	...	...	...	...	On the North-Western Railway, on the 19th September 1887, 3 passengers were killed and 6 injured by an accident from derailment of No. 4 Down Calcutta Mail train, between Sarái Banjára and Rájpura stations, caused by the settlement of the embankment from floods and heavy rains.
15	Ditto of wheels	1	5	...	...	...	1	...	1	
16	Ditto of axles	24	35	...	...	...	...	...	...	
17	Ditto of brake apparatus	5	1	...	...	...	...	...	...	
18	Ditto of couplings	148	203	...	...	(g)5	(g)2	5	2	(e) On the Rajputana-Malwa Railway, on the 31st August 1887, an Up Goods train while passing over Bandi Bridge near Asalpur, ran into a herd of cattle straying on the line, and the whole train, consisting of an engine and forty-one vehicles, was precipitated into the river, causing death to 2 Railway servants and injury to 4 others. Line was unfenced.
19	Ditto of tunnels, bridges, viaducts, culverts, &c.	1	1	...	...	...	...	...	...	
20	Broken rails	24	26	...	...	...	...	...	...	(f) Of these, two were not passengers.
21	The flooding of portions of permanent-way	47	71	...	...	...	...	...	...	
22	Slips in cuttings or embankments	12	11	...	...	...	1	...	1	(g) On the Mysore Railway, on the 16th March 1887, in an accident to the engine of a Down Goods train which was thrown off the line between Maddur and Mandya stations, owing to the connecting rod of the engine having fallen foul of the line, the Driver and 2 Firemen were killed and the Permanent-way Inspector and under-guard were slightly injured.
23	Fire in trains	191	159	...	...	...	...	...	...	
24	Fire at stations, or involving injury to bridges or viaducts ...	42	42	1	...	...	1	1	1	
25	Other accidents	182	204	...	(h)5	(h)2	4	2	9	(h) On the Lucknow-Sitapur-Sihrámau Railway, on the 30th April 1887, 4 passengers and 1 servant were injured, in consequence of a part of a Down mixed train having been blown off the line by a violent storm, while proceeding from Sitapur to Lucknow.
	Total ...	2,767	†2,834	4	(f)64	14	40	18	(f)104	

	1886.	1887.
Mean Mileage open	12,548½	13,578
Train miles	45,475,534	45,779,096
Number of passengers in millions	88½	95½

† Excludes figures of the Darjeeling-Himalayan Railway for the 4th Quarter of 1887.

CHAPTER VII.

LINES OPEN FOR TRAFFIC.

TRAFFIC WORKING.—FARES AND RATES.

TRAFFIC WORKING.

Bengal-Nagpur.

THERE has been a falling off in the coaching receipts and considerable decrease in the goods traffic attributable in both cases to the failure of the crops in the Bhandara, Balaghat and Chhattísgarh districts.

Indian Midland.

2. The extension from Chaunrah to Jhánsi was opened to public traffic on 1st February 1888, and is now worked by the Indian Midland Railway, the rates, fares and classification of goods detailed in Government of India, Public Works Department letter No. 1446R.T., of 12th December 1887, having been adopted.

Bellary-Kistna.

3. On the 1st January 1888 the construction and working of this Railway was made over to the Southern Mahratta Railway Company.

Cuddapah-Nellore.

4. The Cuddapah-Nellore Railway extends from Tirupati to Nellore, 83 miles, and is worked under contract by the South Indian Railway Company, it was opened for traffic on the 15th of September. The exceptional severity of the north-east monsoon, which broke shortly after, caused much damage to the heavy banks, and necessitated suspension of traffic for a week.

Up to the end of December the expenditure was in excess of the receipts, the outlay necessitated in repairing damages consequent on the monsoon being very heavy. Since January the expenditure in maintenance has been very considerably reduced, while the receipts have shown a satisfactory increase.

North-Western.

5. The large decrease in the earnings for 1887, arises mainly in the goods traffic (under grains and seeds) and Railway material, the reduction under the former head amounting to Rs. 17,87,000, and under the latter to Rs. 25,07,000.

The coaching traffic shews a decrease of Rs. 3,72,000 compared with 1886, due to a falling off in the Military traffic, and in 3rd class passengers.

The working expenses in 1887 were 72·73 per cent. of the earnings for that period, against 52·71 per cent. in 1886. The increase of expenditure in 1887 is due to the opening of additional lengths of the line, and to special renewals of road and rolling-stock. While large additions to the open mileage have increased the sphere of the Railway operations, an equivalent increase in traffic can hardly be expected, and hence any comparison between this and previous years would be misleading.

The Sind-Sagar Railway, Western Section, was included in the North-Western Railway system on the 15th August 1887. The branch line from Mahmúd Kot to Kuraishi (Gházi Ghat) was opened for traffic on the 1st April 1887. The main line between Malakwál and Bhakkar was opened for traffic on the 15th August 1887.

The Ferry branches, Kuraishi (Gházi Ghát) to Dera Gházi Khan, and Darya Khan to Dera Ismail Khan, were opened for traffic on the 10th February 1888.

The line from Sibi to Quetta *viá* the Bolan was opened on the 1st April 1887, and that *viá* the Sind-Pishin State Railway, on the 28th August 1887.

The Extension from Bostan to Killah Abdulla was opened on the 5th February 1888.

Bareilly-Pilibheet.

6. This short branch continued to be worked throughout the year by the Rohilkhand-Kumaun Railway Company.

The passenger traffic has shewn a steady and satisfactory increase, but there has been a falling off in the goods traffic, except in jaggree, in which there was a brisk traffic during the first-half of the year.

Lucknow-Sitapur-Sihramau.

7. The traffic receipts have not come up to the estimate framed at the commencement of the year, but it is hoped that results will be more satisfactory as the line penetrates into Forest districts.

Eastern Bengal Railways.

8. On the 1st April 1887, the Northern-Bengal, Kaunia-Dharlla and Dacca Railways were amalgamated with the Eastern Bengal system, and, on the 1st July 1887, the portion of the Assam-Behar Line opened for public traffic, was placed under the same administration. The combined lines are now called the "Eastern Bengal State Railways."

The new arrangement for working at Goalundo proved to be completely successful in practice, and a quantity of goods, much in excess of that dealt with in any previous season, was handled without very serious difficulty. The passenger traffic and the steamer goods were worked at the north face branch from Rajbári, and although the sidings had to be extended for about a mile-and-a-half on account of the formation of a bar in the river, there was otherwise no very great inconvenience. The country-boat traffic was carried on with much facility on the new branch running to Pachooria, six miles east of Rajbári.

The face of the whole country in the neighbourhood of Goalundo is in a constant state of change on account of the erosion of the river, and the formation of new churs from the silt deposited; attempts to secure a terminus at this place with any prospect of permanency even for a short term of years have proved futile, and considerable difficulty is experienced in carrying on a heavy traffic under these circumstances, with temporary expedients.

On the 5th April, the East Indian Railway commenced to run their own goods trains from Naihâti to Calcutta and Chitpore under running powers acquired by agreement, but with the exception of large despatches of coal to Balliaghatta, the traffic has been somewhat disappointing and the number of trains run is considerably below that estimated when the agreement was framed. The coal traffic is dealt with at Balliaghatta, the old Calcutta terminus of the Mutla Railway, and the large yard and conveniences there are devoted almost entirely to the East Indian Railway traffic.

The passenger service over the Hooghly Bridge, which was begun on the opening of the bridge a few days before the beginning of the year under review, by means of a branch service of trains run by the East Indian Railway between Naihâti and Hooghly, was continued in the same manner throughout the year. Though this branch service serves as a means of communication between up-country stations on the East Indian and Eastern Bengal Railways, saving the cost of the journey in and out of Calcutta, Howrah remains the terminus for all Calcutta passenger traffic of the East Indian Railway; no East Indian Railway through passenger trains or carriages being run over the Hooghly Bridge. For a time, however, the experiment of putting on two trains daily from Howrah to Sealdah and back, as a means of local communication between the two banks of the river, was tried by the East Indian Railway authorities; the result obtained was not satisfactory, and in less than three months the trains ceased to run, and the whole of the passenger traffic between the two lines was carried on as previously by means of trains between Hooghly and Naihâti. So far, the interchange of passenger traffic has been confined to the East Indian, the Great Indian Peninsula, and the Tirhoot (State) Railways.

The revised agreement with the Port Commissioners was executed, and from the 1st of April 1887 the Railway ceased to work the Commissioner's line. The new arrangement is not altogether satisfactory to the public, to the Eastern

Bengal Railway, nor, it is believed, to the Commissioners themselves, and it is hoped that arrangements may be made for the Railway to again work the tramway on terms satisfactory to all parties concerned.

The river delivery service to mills and ships on the Hooghly between the Gouripur Jute Mills and Budge-Budge, met with more popularity among despatchers during the year, and it has been decided to continue it permanently. The town delivery service has been discontinued, and the value-payable system of booking parcels has shewn a slight falling off on the business previously done.

The agreement with the India General Steam Navigation Company worked satisfactorily during the year, and although the percentage of Steamer-borne jute carried by the Railway did not increase in nearly so large a proportion as that of the local bookings, the Company acted throughout up to the spirit of their engagements. A new agreement is now under discussion in which the Company obtains terms slightly more favourable than those provided in the existing contract.

The goods traffic during the year was unusually heavy, and on the Eastern Section wagons had to be hired from the East Indian Railway to enable the stations to be cleared. On the Northern Section, the traffic dealt with was equal in quantity to the despatches in any previous years, but many complaints arose and traffic was, it is believed, checked by the delays which occurred on account of shortness of rolling-stock on the line, and insufficient tonnage at the ferry. 250 wagons and 3 flats were ordered to meet these difficulties in future years, and it is hoped that some of them will be available for the next busy season.

The earnings on the Railways were greatly in excess of the estimate, and the percentage paid on the Capital outlay is the most satisfactory one earned since the Eastern Bengal line was taken over by the State. The main staple offering was, as in previous years, jute and the weight carried was in excess of all previous record; no less than 329,537 tons having been delivered. This satisfactory result is mainly attributable to the large jute crop and the fair rates (8 annas 3 pies maximum from Náráyanganj to Calcutta) obtainable.

The passenger despatch service between Goalundo and Náráyanganj worked satisfactorily and with regularity during the greater portion of the year. The services between Jatrapur and Dhubri and Diamond Harbour and Tumlook, were efficiently worked and the Ferries on the Pudda at Dámukdia and on the Teesta and Dharlla rivers ran with regularity during the year. The proposals for making over the Jatrapur-Dhubri Service to the Rivers Steam Navigation Company were still under consideration at the end of the year.

Two engines and tenders are fitted with the automatic vacuum brake; but with the small amount of plant supplied, no reliable opinion can be formed regarding the efficiency or otherwise of the apparatus. The Westinghouse brake is about to be tried on the line, and the Company has agreed to fit up a suburban train for experimental purposes. Arrangements are being made for the supply of the necessary fittings.

A daily steamer service for passengers and goods was opened by Messrs. Hoare, Miller and Company in connection with the Railway between Kooshtea and the civil station of Pubna. The traffic obtained was not large.

The India General Steam Navigation Company opened a tri-weekly service between Dámukdia and Rampore Beauliah on 1st June 1887, which has met with a fair amount of success.

Bengal Central.

9. The Bengal Central Railway continued to be worked by the State, the Company maintaining the line under the supervision of their Agent. The traffic improved during the year, and the goods offered shewed a great advance on the results previously attained. The Flotilla, under the management of Messrs. Hoare, Miller and Company, shewed a large increase in earnings, but the traffic was hampered during a portion of the year by the closing of the Alipore Canal for repairs. The point of despatch for the Magura service was transferred from Khoolna to Nawapara on 1st April 1887.

Assam-Behar Section.

10. Lengths of 37·75 miles of the Manihári and Kasba Section, and 31·75 miles of the Dinagepore Division were opened for traffic on 1st April 1887 and 15th February 1888, respectively. The management of the open line has been transferred to the Eastern Bengal State Railway.

Burma.

11. There has been a very satisfactory increase both in goods and coaching traffic, due to the development of trade following on the pacification of the country and the consequent opening out of Upper Burma.

Jorhát.

12. At the beginning of the year the line was open for both passenger and goods traffic from Baraghop to Jorhát and for goods traffic only, from Jorhát, to Dhali and from Chenimara to Mariani.

During the year the line was completed up to Titábar and the Dhali line opened for passenger and goods traffic.

Madras.

13. During the year under review the mileage of the Madras Railway has been increased from 828¾ to 839¼, by the opening for public traffic of the Pálghat branch (2½ miles) and the Calicut extension (9 miles).

The Bellary branch (30 miles) was transferred to the Southern Mahratta Railway on 1st February, but continued to be worked by the Madras Railway Company until the 14th May 1887 when the gauge was altered from 5′ 6″ to metre, and the working of the line taken over by the Southern Mahratta Railway Company.

On the south-west line the Pálghat branch was completed and opened for public traffic on 2nd January 1888, the name of the old Pálghat station, which is now the Junction with the Branch, was altered to Olavakód.

The Calicut extension which involved the construction of 9 miles of line and the abandonment of 2¼ miles and of the terminal station at Beypore, was opened for public traffic on the 2nd January 1888, but the Ferok and Kallai bridges not being completed on that date, passengers were transhipped at the Ferok bridge, and the train crossed the Kallai river on a diversion. The Ferok bridge six 130 feet spans was opened for public traffic on 5th March 1888, and the Kallai bridge three 130 feet spans, the work on which was delayed on account of its having been decided to carry the cylinders down to rock, is now in progress, the line in the meanwhile being carried over a diversion with a temporary but very durable bridge.

Electric starting signals are now in use generally throughout the line.

Great Indian Peninsula.

14. On the Great Indian Peninsula Railway there has been a satisfactory increase both in passenger and goods traffic.

Bombay, Baroda and Central India, and Rajputana-Malwa.

15. On the Bombay, Baroda and Central India and Rajputana-Malwa Railways there has been a considerable falling off in the goods traffic, the staples most affected being grain, seeds, half-pressed cotton and salt; as might be expected, there has been a corresponding decrease in the passenger traffic.

Oudh and Rohilkhand.

16. From the 1st of October 1887, when the bridge over the Ganges was opened for traffic, a length of 6 miles of line on the right bank, forming the East Indian Branch line from Moghal Sarai to Benares, was taken over by the Secretary of State from that Company, and running powers over it were granted to the Oudh and Rohilkhand Railway Company. Of these 6 miles, the Oudh and Rohilkhand Railway Company are using 3·24 miles, the remainder being sidings. The Dufferin Bridge itself adds another 2·75 miles. A working length of 5·99 miles was thus added to the Oudh and Rohilkhand Railway during the year.

The previously existing length of line was 686 miles. A portion of the length on the left bank between Benares Cantonment and the River Station, however, was discarded on the opening of the Dufferin Bridge, so that the length of the system at the end of the year was 691 miles.

On the 2nd January 1888 formal notice was served on the Agent of the Railway in India of the intention of the Secretary of State to purchase on behalf of Her Majesty, for the purposes of the Government of India, the Oudh and Rohilkhand Railway.

Bengal and North-Western.

17. The passenger traffic has considerably improved during the year, but, on the other hand, the goods traffic has not been as large as was anticipated. The falling off is almost entirely in grain and seeds for export.

During the last two months of the year there was a large traffic to Cawnpore, Agra, Delhi and other centres in the Punjab and Rajputana in Indian-corn, a commodity which has hitherto been generally despatched to Bengal.

The opening of the Uska branch has led to large despatches of rice to trade centres in the North-Western Provinces, the Punjab and Rajputana. A fair traffic in wheat and mustard seed has arisen on the Naipálganj extension.

Rohilkhand-Kumaun.

18. The traffic both in passengers and goods has increased considerably; the mustard seed traffic from Haldwáni, and the potato traffic from Naini Tál, have chiefly contributed towards the increased goods traffic, but there were also large consignments of Indian-corn to Agra, Cawnpore, Meerut and Delhi during the last two months of the year.

The cart and tonga service was well maintained, and gave general satisfaction. But in consequence of excessive mortality amongst the ponies during the rainy season, it was a cause of loss to the Company. Special arrangements for housing the ponies have now been made, and it is hoped that better results will be shown next year.

Nizam's Guaranteed.

19. The length of the Nizam's Guaranteed State Railway from Warangal to the Singareni Coal-fields was opened for public traffic on the 1st January 1888, and it is hoped that the extension from Dornakul to Bezvada, including 21½ miles in British Territory, will be opened for public traffic before the close of the year 1888.

Jodhpore.

20. The line to Pachpadra was opened at the beginning of the year. The salt traffic has been better than was anticipated, but there is little other traffic on the branch. On the main line passenger traffic has somewhat increased owing to the opening of the Pachpadra branch.

Grain and Seeds traffic.

21. The traffic in grain and seeds in 1887 shows a decrease compared with the preceding year by 225,631 tons, or 4·16 per cent., the actual figures being—

	Tons.
In 1886	5,422,415*
„ 1887	5,196,784

Wheat traffic.

22. The wheat traffic shows great depression compared with the preceding years. The quantities carried by the important exporting railways have been, during the past three years, as follows:—

Railways.		1885.	1886.	1887.
		Tons.	Tons.	Tons.
Great Indian Peninsula		457,842	553,362	485,175
Bombay, Baroda and Central India... ...		178,231	146,295	42,572
East Indian		869,000	415,211	305,967
North-Western	Sind, Punjab and Delhi (a)	455,391	249,829	130,714
	Punjab Northern ...	80,664		
	Indus Valley ...	345,635		

* As corrected in returns for 1887.

(a) The Sind, Punjab and Delhi Railway figures probably include those entered against the Punjab Northern and Indus Valley Railways, but as the tonnage interchanged between the lines is not known, the total quantity carried on each line is shown separately.

While the exports from the three chief ports have been—

	1885.	1886.	1887.
	Tons.	Tons.	Tons.
Bombay	565,376	623,217	468,986
Calcutta	213,759	338,414	231,715
Kurrachee	325,981	179,857	35,628
Total ...	1,105,116	1,141,488	736,329

Passenger and Goods traffic. Unit mileage, 1887.

23. The tables on pages 78 to 83 contain particulars of the passenger and goods traffic and the unit mileages of the same carried on the various railways during 1887.

FARES AND RATES.

24. The following paragraphs detail the chief alterations in rates and fares on the open lines during the year. The tables on pages 76 and 77 show the ordinary passenger fares and goods rates in force on Indian Railways on 31st December 1887.

Coaching Fares.

Tirhoot.

25. Ordinary return tickets for 1st, 2nd and intermediate classes have been reduced from one-and-a-half fare to one-and-a-third for double journey from the 1st January 1888. This reduction has been arranged to accord with East Indian Railway rates and is expected to give a fair increase in this class of traffic.

Mysore.

26. The 3rd class passenger fare was reduced from 3 to 2½ pies per mile from 1st September 1887.

Goods Rates.

North-Western.

27. The following were the principal alterations in the goods rates during the year:—

Iron from Kurrachee.—Special rate quoted at owner's risk.

Tea for Kurrachee.—Reduced from 2nd to 1st class.

Grain.—Rates for cheap grains to Kurrachee made available to all edible grain, to promote export.

Grain.—Rates assimilated on all sections in ordinary bookings.

Ale and Beer.—Rates assimilated on all sections in ordinary bookings and reduced.

Petroleum.—Reduced to 2nd class at owner's risk.

Bones.—For manure, reduced to 3½ annas per truck per mile, and Indus Ferry charge abolished.

Compressed fodder.—Reduced to grain rate.

Brass in sheets, ingots, scrap, slabs or tiles.—Rate reduced from 2nd to 1st class.

Boxes tin, and Canisters tin, new.—Rate raised from 2nd to 4th class, thus assimilating the North-Western rate with those on East Indian Railway and Bombay, Baroda and Central India Railway.

Darjeeling-Himalayan.

28. The rate for mustard oil has been reduced from 4 pies to 2·35 pies per mile per maund, and that of kerosine oil, of consignments of 70 maunds and upwards, from 3 pies to 2·35 pies per mile per maund.

29. The minimum quantity required to qualify for the special class rates for grain and seeds, has been reduced to 140 maunds. The reduction has resulted in an increased traffic. The experimental reduced rate for salt of 17 pies per hundred maunds per mile, has been made permanent.

Tirhoot.

30. At meetings held at Cawnpore on the 20th September 1887, and at Allahabad on the 5th November 1887, between the Agents of the East Indian and Oudh and Rohilkhand Railways, an agreement was entered into on the question of competitive rates which, it is hoped, will secure a settlement of the differences which have for some time existed between the two companies.

Oudh and Rohilkhand.

31. The rates for hill produce and spices have been reduced from high class to 1st and 2nd class. It is anticipated that the reduction will secure this traffic (which has hitherto been carried by country carts) to the railway.

Bengal and North-Western.

The rate for kerosine oil has been reduced from $\frac{1}{3}$rd to $\frac{1}{4}$th pie per maund per mile.

The rate for iron has been reduced from $\frac{1}{3}$rd to $\frac{1}{5}$th pie per maund per mile.

The rate for jaggree has been reduced from $\frac{1}{4}$th pie per maund per mile to $\frac{1}{5}$th pie per maund per mile. It is now the same as that for grain and seeds.

Coal has been reduced from $\frac{1}{3}$rd pie per maund per mile to $\frac{1}{5}$th pie per maund per mile.

Table showing Ordinary Passenger Fares and Goods Rates.

Railways.	PASSENGER FARES PER MILE.				GOODS	
	1st class.	2nd class.	Intermediate or 3rd class.	4th or lowest class.	SPECIAL CLASS PER TON PER MILE.		1st class.	
					Food grains.	Coal.	Per ton per mile.	Per maund per mile.
STATE IMPERIAL.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
East Indian (*a*)	18	9	4·50	2·50	(*b*)	(*c*)	9·07	0·33
Rajputana-Malwa	15	8	3·00	2·00 to 2·67	(*d*)	(*e*)	9·53	0·35
Bengal Nágpur	18	8	4·00	2·00	(*f*)	6·00	10·07	0·37
Mysore	18	9	...	2·50	7·08	8·17	10·07	0·37
Southern Mahratta (*g*)	18	9	...	2·50	6·81	4·08	9·07	0·33
Cuddapah-Nellore	12	6	...	2·00	...	...	(*h*)	(*h*)
North-Western	12 & 15	6 & 8	4·00 3·50 & 3·00	2·50 2·25 & 2·00	(*i*) (*j*)	(*i*) 5·44 4·54 & 2·72	(*i*) 9·07	(*i*) 0·33
Wardha Coal	18	9	4·00	2·00	8·17	4·52	10·07	0·37
Bengal Central	12	6	4·50	(*k*) 3·00	4·08	4·08	9·07	0·33
Katni-Umaria	18	9	4·50	2·50	9·07	9·07	9·07	0·33
STATE PROVINCIAL.								
Bareilly-Pilibheet	18	...	4·50	2·00	6·81	5·44	(*m*) 9·07	(*m*) 0·33
Eastern Bengal Railways	(*p*) 18	(*p*) 9	4·00	2·50	(*q*) 5 99	(*q*) 5·44	(*q*) 9·07	(*q*) 0·33
Nalhati	18	6	...	3 00	(*r*) 7·89 & (*s*) 8·98	11·43	11·97	0 44
Tirhoot	18	9	4·50	1·75	(*t*)	(*u*)	9·07	0·33
Burma	14·4	6	...	3·00	7·98	7·98	12·27	0·45
GUARANTEED COMPANIES.								
Madras	18	7	...	1·50 & 2·00	4·53 & 6·80	8·17	10·07	0·37
South Indian	12	6	3·00	2·00	...	...	(*h*)	(*h*)
Great Indian Peninsula	12	6	3·00	2·50	5·00 to 8·00	5·00	10·07, 9·53 & 9·07	0·37, 0·35 & 0·33
Bombay, Baroda and Central India	12	6	3·00	2·50	(*d*)	(*e*)	(*v*) 10·89	(*v*) 0·40
Oudh and Rohilkhand	...	Upper 9	4·00	2·50	4·53 & 5·44	5·44	(*m*) 6·80	(*m*) 0·25
ASSISTED COMPANIES.								
Darjeeling-Himalayan	72	36	...	15·00	63·96	38·38	81·66	3·00
Bengal and North-Western	15	9	4·00	2·00	3·40 to 6·81	9·07	9·07	0·33
Rohilkhand-Kumaun	35·00	...	15·00	3·11	11·43	5·44	(*m*) 19·05	(*m*) 0·70
Dibru-Sadiya	18	9	...	4·09	...	8·00	27·22	1·00
NATIVE STATES.								
The Nizam's (Guaranteed Company)	18	6	2·50	2·00	7·89	5·17	10·07	0·37
The Gaekwar's	...	Upper 7	...	Lower 3·00	(*w*)	7 89	10·89	0·40
Bhávnagar-Gondal	12	6	...	2·50 to 3·00	7·08	8·17	10·89	0·40
Jodhpore	18	6	...	2·00	10·89	10·89	21·78	0 80

(*a*) Includes State Branch lines.

(*b*) All stations except Howrah—

For first 100 miles ... ... 9·07 pies per ton per mile.
,, extra distances over 100 up to 450 miles ... ... 4·63 ,, ,,
,, ,, above 450 miles ... ... 3·27 ,, ,,

The rates for carriage to Howrah are various, *vide* page 9 of the goods tariff for January 1888.

(*c*) For distances over 100 miles ... ... 9·07 pies per ton per mile.
,, ,, of and over 100 and under 300 miles ... ... 6·81 ,, ,,
,, ,, ,, 300 ,, 600 ,, ... 4·54 ,, ,,
,, ,, over 600 miles ... ... 3·89 ,, ,,
For coal for North-Western Railway from Giridih to Ghaziabad ... 3·27 ,, ,,

(*d*) 9·53 pies per ton per mile from 1 to 100 miles
6·81 ,, ,, ,, ,, ,, ,, 101 to 200 ,,
4·08 ,, ,, ,, ,, ,, ,, 201 to 400 ,,
2·72 ,, ,, ,, ,, ,, ,, over 400 ,,
} When in consignments of 160 maunds or 5·88 tons and over; when less than 160 maunds, 1st class rate.

(*e*) As above when carried for the public.

(*f*) For first 100 miles 9·50 pies per ton per mile.
For distances above 100 miles, 9·00 ,,
Grain when carried between Nágpur and Kamptí is charged at the rate of 217·76 pies per ton per mile for total distance in Local Booking and 190·54 pies per ton per mile in through booking.

(*g*) Includes Re lar -Kistna State Railway.

(*h*) 1st Class Excepted List 9·07 pies per ton per mile or 0·33 pies per maund per mile,
2nd ,, Other Goods 13·61 ,, ,, ,, ,, 0·50 ,, ,, ,, ,,
3rd ,, Combustibles 54·44 ,, ,, ,, ,, 2·00 ,, ,, ,, ,,

in pies on the Principal Indian Railways on 31st December 1887.

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Railways.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	STATE IMPERIAL.
13·61	0·50	18·15	0 67	22·68	0·83	27·22	1·00	EAST INDIAN. *(a)*
14·43	0·53	19·05	0·70	23·14	0·85	27·22	1·00	RAJPUTANA-MALWA.
14·15	0·52	24·22	0·89	34·02	1·25	48·00	1·77	BENGAL-NÁGPUR.
13·61	0·50	18·14	0·66	24·23	0·89	36·20	1·33	MYSORE.
13·61	0·50	18·14	0·66	27·22	1·00	36·29	1·33	SOUTHERN MAHRATTA. *(g)*
(k)	*(k)*	*(k)*	*(k)*	...	...	...	...	CUDDAPAH NELLORE.
(i) 13·6 1	*(i)* 0·50	*(i)* 18·15	*(i)* 0·67	*(i)* 22·68	*(i)* 0·83	*(i)* 27·22	*(i)* 1·00	NORTH-WESTERN.
14·15	0·52	24·22	0·89	34·02	1·25	48·18	1·77	WARDHA COAL.
(l) 3·81	*(l)* 0·14	*(l)* 4·65	*(l)* 0·17	*(l)* 5·44	*(l)* 0·20	*(l)* 6·81	*(l)* 0·25	BENGAL CENTRAL.
13·61	0·50	18·15	0·67	22·68	0 83	27·22	1·00	KATNI-UMARIA.
								STATE PROVI
(n) 13·61	*(n)* 0·50	*(o)* 27·22	*(o)* 1·00	...	...	...	...	BAREILLY-PILIBHEET.
(q) 18·24	*(q)* 0 67	*(q)* 27·22	*(q)* 1·00	...	...	...	...	EASTERN BENGAL RAILWAY
17·96	0·66	23·95	0·88	35·93	1·32	71·86	2·64	NALHÁTI.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	TIRHOOT.
15·34	0 56	19·95	0·73	...	...	...	...	BURMA.
								GUARANTEED COMPANIES.
13·61	0·50	18·14	0·66	23·95	0·88	36·20	1·33	MADRAS.
(k)	*(k)*	*(k)*	*(k)*	...	...	...	...	SOUTH INDIAN.
14·15 & 13·61	0·52 & 0·50	23·95, 22·00 & 20·00	0·88, 0·82 & 0·74	34·00, 28·00 & 25·00	1·26, 1·04 & 0·93	48·00, 42·00 & 34·00	1·78, 1·56 & 1·26	GREAT INDIAN PENINSULA.
(o) 16·33	*(v)* 0 60	*(v)* 21·78	*(v)* 0·80	*(v)* 27·22	*(v)* 1·00	*(v)* 32·66	*(v)* 1·20	BOMBAY, BARODA AND CENTRAL INDIA.
(n) 13·61	*(n)* 0·50	*(o)* 27·22	*(o)* 1·00	...	...	...	...	OUDH AND ROHILKHAND.
								ASSISTED COMPANIES.
108·88	4·00	136·10	5·00	...	...	...	...	DARJEELING-HIMALAYAN.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	BENGAL AND NORTH-WESTERN.
(n) 28·58	*(n)* 1·05	*(o)* 54·44	*(o)* 2 00	...	...	...	...	ROHILKHAND-KUMAUN.
54·44	2·00	81·66	3·00	...	...	...	...	DIBRU-SADIYA.
								NATIVE STATES.
13·88	0·51	23·95	0·88	34·02	1·25	47·91	1·76	THE NIZAM'S (GUARANTEED COMPANY).
16·33	0·6	21·78	0·80	27·22	1·00	32·66	1·20	THE GAEKWAR'S.
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	BHÁVNAGAR-GONDAL.
27·22	1·00	29 94	1·10	34·02	1·25	38·11	1·40	JODHPORE.

(*i*) Double rates are charged on the Pishin Section beyond Sibi.
(*j*) The rates are 6·81, 5·44, 4·54, and 3·40 pies.
(*k*) Between Calcutta and Dattapukur 2½ pies per ton per mile.
(*l*) Special Class rates A to D.
(*m*) Low class.
(*n*) Middle class.
(*o*) High class.
(*p*) The first and second class fares between Calcutta and Kanchrapara both included are one anna and half an anna per mile respectively.
(*q*) Excludes Assam-Behar Section.
(*r*) In through booking only when consignments are not less than 220 maunds or 8·08 tons.
(*s*) In through booking only when consignments are less than 220 maunds or 8·08 tons and over 50 maunds or 1·84 tons.
(*t*) 5·44 pies per ton per mile for distance of and over 70 miles.
7·62 " " " " less than 70 miles.
(*u*) 5·44 " " " when carried in bulk.
6·18 " " " " bags.
(*v*) These are for local booking as also for booking between Bombay, Baroda and Central India Railway Stations and Foreign Railway Stations reached *vid* Dadar and Wadhwán.
In all other cases they are as follows:—
1st Class 9·53 pies per ton per mile or 0·35 pies per maund per mile.
2nd " 14·43 " " " 0·53 " " "
3rd " 19·05 " " " 0·70 " " "
4th " 23·14 " " " 0·85 " " "
5th " 27·22 " " " 1·00 " " "
(*w*) For distance up to 150 miles, 7·89 pies per ton per mile.
" " from 151 to 400 miles, 7·06 pies per ton per mile.

Statement showing the Passenger Traffic on the several

PASSENGER

Railways.	First Class.		Second Class.		Third or Intermediate.	
	Number.	Receipts.	Number.	Receipts.	Number.	Receipts.
		Rs.		Rs.		Rs.
STATE IMPERIAL.						
East Indian	53,566	5,17,971	164,862	6,61,745	668,585	5,61,903
Rajputana-Malwa	16,541	1,37,347	58,451	2,09,663	136,866	1,61,287
Bengal-Nágpur	2,766	4,952	9,634	5,773	17,199	3,760
Mysore	2,629	11,504	6,749	11,573	...	...
Southern Mahratta	4,776	32,154	11,876	32,997	...	...
Cuddapah-Nellore	160	408	654	776	...	...
North-Western	37,607	2,71,167	105,504	3,13,329	291,517	2,99,300
Wardha Coal	267	730	212	287	1,331	974
Bengal Central	3,113	5,040	24,494	12,067	134,757	58,984
Katni-Umaria	71	185	131	149	243	115
Total ...	121,496	9,81,458	382,567	12,48,359	1,250,498	10,85,423
STATE PROVINCIAL.						
Bareilly-Pilibheet	254	766	...	...	876	656
Lucknow-Sitapur-Sihrámau	...	...	(a) 3,601	(a) 6,783	3,990	2,325
Eastern Bengal Railways	41,502	1,18,813	111,739	1,34,366	818,417	3,23,278
Nalháti	620	1,733	5,279	4,644	...	...
Tirhoot	8,088	26,036	9,567	17,272	8,355	7,338
Burma	9,039	36,375	94,476	1,07,634	...	...
Jorhát	(a) 302	(a) 441	...	...	(b) 11,697	(b) 2,857
Cherra-Companyganj	(a) 111	(a) 104	...	...	(b) 16,667	(b) 1,189
Total ...	59,916	1,84,268	224,662	2,70,699	859,402	3,37,643
GUARANTEED COMPANIES.						
Madras	16,090	1,84,007	63,079	1,96,892	...	...
South Indian	13,557	40,386	33,737	45,660	110,255	68,203
Great Indian Peninsula	77,700	3,79,467	437,308	6,08,555	(c) 556,542	(c) 9,99,132
Bombay, Baroda and Central India	95,102	1,35,085	894,660	2,84,618	(c) 548,147	(c) 7,62,238
Oudh and Rohilkhánd	...	...	(a) 33,005	(a) 1,23,645	74,596	95,349
Total ...	202,449	7,38,945	1,461,789	12,59,370	1,289,540	19,24,922
ASSISTED COMPANIES.						
Darjeeling-Himalayan	2,629	33,404	5,598	38,955	....	...
Deoghur	588	294	...	...	166,385	21,884
Bengal and North-Western	4,774	18,422	11,048	17,742	5,679	4,449
Rohilkhand-Kumaun	2,978	27,392	...	..	5,495	27,158
Thatón-Duyinzáik	...	...	...	...	...	...
Dibru-Sydiya	1,820	4,196	1,949	2,513	...	...
Total ...	12,789	78,708	18,595	59,210	177,559	53,491
NATIVE STATES.						
The Nizam's (Guaranteed Company)	5,504	34,878	27,203	49,348	202,973	1,35,602
The Gaekwar's	...	..	(a) 3,022	(a) 2,373	...	...
The Gaekwar's Mehsána-Vadnagar	...	...	526	352	...	...
Bhávnagar-Gondal	2,923	9,096	14,783	17,868	...	...
Morvi	...	...	(a) 3,046	(a) 5,681	...	...
Jodhpore	730	3,792	2,295	3,924	...	...
Total ...	9,157	47,766	50,875	79,546	202,973	1,35,602
TOTAL OF ALL RAILWAYS ...	405,807	20,31,145	2,138,488	29,17,184	3,779,972	35,37,081

(a) Upper Class.
(b) Lower Class.

Railways during the year ending 31st December 1887.

TRAFFIC.

Fourth or Lowest		Other coaching traffic.	Total		Railways.
Number.	Receipts.		Number.	Receipts.	
	Rs.	Rs.		Rs.	
					STATE IMPERIAL.
13,962,250	1,16,23,028	16,27,794	14,849,263	1,49,91,541	East Indian.
8,124,997	45,64,970	5,83,683	8,336,855	56,56,950	Rajputana-Malwa.
742,429	1,91,127	14,917	772,028	2,20,529	Bengal-Nágpur.
505,932	2,53,073	20,636	515,310	2,96,786	Mysore.
1,830,570	9,91,762	1,01,787	1,847,222	11,58,700	Southern Maráratta.
94,253	27,761	1,008	95,067	29,953	Cuddapah-Nellore.
8,858,842	61,15,148	9,69,561	9,293,470	79,68,505	North-Western.
134,091	34,439	2,746	135,901	39,176	Wardha Coal.
1,167,542	3,83,481	5,021	1,329,906	4,64,593	Bengal Central.
27,525	9,388	1,121	27,970	10,958	Katni-Umaria.
35,448,431	2,41,94,177	33,28,274	37,202,992	3,08,37,691	Total.
					STATE PROVINCIAL.
106,125	34,004	1,280	107,255	36,706	Bareilly-Pilibheet.
(*b*) 352,166	(*b*) 98,569	5,851	359,157	1,13,528	Lucknow-Sitapur-Sihrámau.
5,761,645	21,45,365	3,88,353	6,733,303	31,10,175	Eastern Bengal Railways.
153,584	46,509	5,373	159,483	58,259	Nalháti.
2,921,682	6,51,306	68,104	2,047,692	7,70,956	Tirhoot.
3,298,532	14 75,325	1,20,748	3,402,047	17,40,082	Burma.
...	...	160	11,999	3,458	Jorhát.
...	...	117	16,778	1,410	Cherra-Companygani.
11,693,734	44,51,0°8	5,89,986	12,837,714	58,33,674	Total.
					GUARANTEED COMPANIES.
6,967,761	24,84,724	4,85,395	7,046,930	33,51,018	Madras.
6,767,668	24,39,771	1,24,112	6,925,217	27,18,132	South Indian.
(*d*) 9,208,325	(*d*) 47,39,359	13,50,947	10,279,875	80,77,460	Great Indian Peninsula.
(*d*) 10,798,051	(*d*) 23,26,549	4,33,265	12,335,960	39,41,755	Bombay, Baroda and Central India.
(*b*) 3,942,656	(*b*) 25,21,939	1,99,354	4,050,257	29,40,787	Oudh and Rohilkhand.
37,684,461	1,45,12,342	25,93,573	40,638,239	2,10,29,152	Total
					ASSISTED COMPANIES.
26,273	56,901	40,235	34,500	1,69,495	Darjeeling-Himalayan.
...	...	...	166,973	22,178	Deoghur.
1,911,566	6,90,541	51,129	1,933,067	7,77,283	Bengal and North-Western.
114,288	70,204	31,365	122,761	1,56,619	Rohilkhand-Kumaun.
(*c*) 22,690	(*c*) 10,686	...	22,690	10,686	Thatón-Duyinzáik.
66,049	37,972	7,315	69,818	51,996	Dibru-Sadiya.
2,140,866	8,66,304	1,30,544	2,349,809	11,88,257	Total.
					NATIVE STATES.
522,492	2,74,572	71,458	758,172	5,65,858	The Nizam's (Guaranteed Company).
(*b*) 275,073	(*b*) 83,298	2,506	278,095	88,177	The Gaekwar's.
110,972	18,016	679	111,493	19,947	The Gaekwar's Mehsána-Vadnagar.
822,355	4,51,431	38,491	840,061	5,16,886	Bhávnagar-Gondal.
(*b*) 122,240	(*b*) 73,665	7,868	125,286	87,154	Morvi.
266,888	1,20,527	15,639	269,913	1,43,882	Jodhpore.
2,120,020	10,22,409	1,36,581	2,383,025	14,21,904	Total.
89,087,512	4,50,46,310	67,78,958	95,411,779	6,03,10,678	TOTAL OF ALL RAILWAYS.

(*c*) Third class passengers by mail train.
(*d*) Ditto ditto by other than mail.
(*e*) 1st, 2nd and 3rd classes.

Statement showing the Goods Traffic on the several

GOODS

Railways.	General Merchandise.		Military Stores.		Railway Materials for construction.		Coal for Public and construction.	
	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.
STATE IMPERIAL.		Rs.		Rs.		Rs.		Rs.
East Indian	2,624,039	2,45,82,558	9,244	4,05,265	62,055	54,426	1,072,296	55,56,615
Rajputana-Malwa	1,009,118	1,00,36,290	4,267	78,091	18,461	35,515	13,191	90,680
Bengal-Nágpur	201,067	10,43,366	249	330	115,784	76,438	1,029	513
Mysore	69,191	1,79,766	4	57	8,430	14,186	30	107
Southern Mahratta	266,888	12,61,737	573	5,319	173,055	3,27,361	952	2,662
Cuddapah-Nellore	4,130	10,013	2	8	40,396	5,476	...	...
North-Western	1,179,524	1,07,02,106	11,175	2,43,454	490,640	2,69,864	13,001	99,934
Wardha Coal	34,229	63,924	1	1	1,036	1,098	92,669	96,195
Bengal Central	60,579	1,56,642	110	132	887	257	12,438	13,449
Katni-Umaria	5,176	7,201	...	...	44,248	13,772	17,430	31,045
Total ...	5,453,941	4,80,43,603	25,625	7,32,657	9,54,492	7,98,393	1,223,036	58,91,200
STATE PROVINCIAL.								
Bareilly-Pilibheet	27,885	49,615	3	8	5,039	2,467	39	10
Lucknow-Sitapur-Sitrámau ...	34,473	58,426	153	732	29,730	19,198	...	...
Eastern Bengal Railways. ...	773,434	51,57,721	312	2,106	1,65,699	1,41,542	35,725	34,877
Nalháti	12,368	19,737	2	9	...	...	7,616	12,878
Tirhoot	255,301	6,86,470	12	111	10,522	32,063	12,548	27,136
Burma	304,552	12,92,582	1,662	20,148	37,508	83,997	16,445	55,209
Jorhát	7,450	41,722	...	...	703	1,488	564	1,491
Cherra-Companyganj ...	6,270	7,751	...	...	179	181	...	...
Total ...	1,421,733	73,14,024	2,144	23,114	2,49,880	2,80,936	72,937	1,31,601
GUARANTEED COMPANIES.								
Madras	705,021	43,19,683	2,179	70,978	10,741	47,348	4,401	27,768
South Indian	657,417	21,18,798	72	2,946	2,05,613	1,00,384	25	62
Great Indian Peninsula ...	1,971,717	2,94,25,585	6,549	1,56,470	129,853	1,21,688	61,665	2,30,803
Bombay, Baroda and Central India.	889,902	71,81,406	1,097	31,763	60,851	56,227	23,929	1,35,787
Oudh and Rohilkhand ...	723,298	28,46,343	3,183	23,017	2,81,630	1,56,509	6,722	15,856
Total ...	4,947,355	4,58,91,815	13,080	2,85,174	6,78,688	4,82,106	99,742	4,10,276
ASSISTED COMPANIES.								
Darjeeling-Himalayan ...	16,439	2,80,749	...	...	...	...	505	2,996
Droghur	6,783	2,07[illegible]	...	...	...	...	...	...
Bengal and North-Western ...	187,598	8,04,701	8	82	25,200	40,002	1,508	5,181
Rohilkhand-Kumaun... ...	29,297	61,81[illegible]	128	864	5,989	7,259	40	22
Thatón-Doyinzáik	6,379	9,56[illegible]	...	...	...	...	...	...
Dibru-Sadiya ...	14,185	1,12,270	...	...	...	...	83,525	2,06,551
Total ...	260,681	12,80,179	136	946	31,189	47,261	85,578	2,14,750
NATIVE STATES.								
The Nizam's (Guaranteed Company).	124,348	6,95,883	746	8,887	84,705	1,51,059	1,176	7,775
The Gaekwar's	39,113	65,948	...	...	11	7	27	53
The Gaekwar's Mehsána-Vadnagar.	6,858	5,543	...	...	3,591	1,022	4	3
Bhávnagar-Gondal	76,051	4,25,865	...	...	1,592	4,504	954	3,457
Morvi	7,681	40,966	...	...	...	...	...	...
Jodhpore	34,968	1,57,966	1	4	3,277	2,776	111	437
Total ...	289,022	13,92,121	747	8,891	93,176	1,59,368	2,272	11,725
TOTAL OF ALL RAILWAYS ..	12,872,782	10,39,21,742	41,732	10,50,782	2,016,925	17,68,064	1,483,565	66,59,552

Railways during the year ending 31st December 1887.

TRAFFIC.

Coal for Revenue only.		Revenue Stores other than Coal.		Live Stock.		Miscellaneous.	Total.		Railways.
Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Receipts.	Tons.	Receipts.	
	Rs.		Rs.		Rs.	Rs.		Rs.	STATE IMPERIAL.
176,873	4,15,809	9,68,341	5,59,765	2,232	94,298	87,313	4,915,080	3,17,53,740	East Indian.
59,897	1,81,165	81,118	1,45,608	197	5,338	15,180	1,186,249	1,05,87,867	Rajputana-Malwa.
6,471	8,113	7,307	5,276	...	99	3,020	331,907	11,37,155	Bengal-Nágpur.
2,946	3,015	11,369	11,190	28	425	1,379	91,998	2,10,125	Mysore.
44,286	55,725	13,511	22,857	54	280	5,780	499,119	16,81,721	Southern Mahratta.
102	163	9,883	2,438	2	9	4	54,515	18,111	Cuddapah-Nellore.
52,621	1,73,763	925,526	9,59,640	1,303	33,862	36,087	2,673,790	1,25,18,710	North-Western.
57	28	5,237	5,783	...	...	827	133,229	1,67,356	Wardha Coal.
3,349	1,113	3,994	2,359	1	9	3,841	80,858	1,77,802	Bengal Central.
...	...	1,572	2,768	1	5	19	68,427	54,810	Katni-Umaria.
346,602	8,38,894	2,027,658	17,17,684	3,818	1,34,325	1,52,950	10,035,172	5,83,07,397	Total.
									STATE PROVINCIAL.
...	...	382	225	...	...	174	33,348	52 499	Bareilly-Pilibheet.
...	...	1	1	...	...	396	64,957	78,753	Lucknow-Sitapur-Sihrámau.
38,831	55,863	106,582	90,574	87	1,025	34,501	1,120,670	55,18,200	Eastern Bengal Railways.
...	...	630	164	...	...	47	20,616	32,835	Nalhátí.
9,770	7,498	5,835	8,240	...	...	11,541	293,988	7,73,059	Tirhoot.
1,211	1,523	34,904	44,300	2,224	33,969	3,559	398,506	15,35 287	Burma.
438	530	31	81	...	...	22	9,186	45,334	Jorhát.
159	126	45	80	...	...	...	6,653	8,088	Cherra-Companyganj.
50,409	65,540	148,410	1,43,615	2,311	34,994	50,240	1,947,324	80,44,064	Total.
									GUARANTEED COMPANIES.
1,251	591	272,759	1,07,880	1,035	33,506	13,093	997,387	46,20,847	Madras.
14,101	23,606	369,737	95,804	402	3,736	4,214	1,247,367	23,52,500	South Indian.
175,379	6,11,466	336,097	7,51,586	8,421	1,02,725	75,118	2,742,681	3,14,75,441	Great Indian Peninsula.
46,356	1,17,549	115,552	144,249	13,571	2,73,029	7,608	1,151,258	79,53,618	Bombay, Baroda and Central India.
41,242	1,50,013	107,259	86,678	114	2,632	15,454	1,163,448	32,96,502	Oudh and Rohilkhand.
278,329	9,06,225	1,251,404	11,86,197	22,543	4,21,628	1,15,487	7,302,141	4,96,98,908	Total.
									ASSISTED COMPANIES.
1,559	7,605	191	655	...	21	777	18,694	3,01,803	Darjeeling-Himalayan.
205	...	...	...	...	...	278	6,988	2,354	Deoghur.
20,089	28,557	542	1,590	108	1,625	2,706	235,053	8,84,444	Bengal and North-Western.
...	...	1,560	2,062	10	176	213	37,024	72,411	Rohilkhand-Kumaun.
...	...	...	...	...	...	...	6,379	9,569	Thatón-Duyinzáik.
...	...	1	6	16	373	...	97,727	3,19,200	Dibrú-Sadiya.
21,853	36,162	2,294	4,314	134	2,195	3,974	401,865	15,89,781	Total.
									NATIVE STATES.
16,967	27,389	97,144	38,360	87	2,473	4,549	325,173	9,36,325	The Nizam's (Guaranteed Company.)
340	190	1,434	605	21	63	46	40,946	66,912	The Gaekwar's.
...	...	2,187	1,328	...	...	44	12,640	7,940	The Gaekwar's Mehsána-Vadnagar.
3,773	1,159	1,813	1,576	37	469	871	84,223	4,37,895	Bhávnagar-Gondal.
...	...	...	...	...	...	151	7,681	41,117	Morvi.
12	13	142	86	1	16	1,588	38,512	1,62,886	Jodhpore.
21,092	28,751	102,720	41,949	146	3,021	7,249	509,175	16,53,075	Total.
718,285	18,75,572	3,532,486	30,93,759	28,952	5,96,163	329,900	20,195,677	11,02,93,225	TOTAL OF ALL RAILWAYS.

Statement shewing the unit mileages of passengers and goods carried on

Railways.	Passenger Traffic. Number of Passenger Miles (expressed in the number of passengers carried one mile). First Class.	Second Class.	Third or Intermediate Class.	Fourth or lowest Class.	Total.	Other Coaching Traffic. Ton-miles.	General Merchandise.
STATE IMPERIAL.							
East Indian	6,832,185	23,246,929	30,228,698	890,268,028	950,575,840	10,692,857	718,184,722
Rajputana-Malwa	1,981,176	10,796,931	10,322,337	432,879,981	455,980,425	3,336,528	224,851,099
Bengal-Nágpur-	64,079	190,396	229,923	18,396,465	18,880,863	53,228	17,639,754
Mysore	54,193	95,165	...	16,898,276	17,047,628	64,166	5,546,875
Southern Mahratta	357,039	1,047,208	...	76,208,703	77,612,950	377,363	24,860,858
Cuddapah-Nellore	6,527	24,829	...	2,665,027	2,696,383	3,277	198,519
North-Western	4,509,252	12,540,647	19,265,043	474,347,757	510,662,699	4,684,431	272,585,586
Wardha Coal	9,088	7,694	46,764	3,306,086	3,369,582	8,533	1,024,496
Bengal Central	99,161	470,584	3,284,870	24,829,248	28,683,863	100,999	4,776,765
Katni-Umaria	2,478	4,035	6,608	721,016	734,137	4,874	144,567
Total ...	13,915,128	48,424,418	63,384,243	1,940,520,581	2,066,244,870	19,267,256	1,277,873,256
STATE PROVINCIAL.							
Bareilly-Pilibhit	8,171	...	27,989	3,264,384	3,300,544	4,688	275,316
Lucknow-Sitapur-Sihrámau	...	(a) 144,698	111,622	(b) 9,462,585	9,718,905	31,675	1,792,008
Eastern Bengal Railways ...	1,718,425	4,343,060	20,350,587	167,798,304	194,210,376	1,324,347	96,909,245
Nalhátí	18,523	143,805	...	3,062,054	3,229,380	28,544	200,722
Tirhoot	318,940	425,841	339,918	71,980,043	73,064,742	312,075	18,601,532
Burma	596,005	5,001,406	...	94,420,803	100,018,214	491,330	31,268,375
Jorhát	(a) 3,482	...	(b) 137,151	...	140,633	428	103,442
Cherra-Companygani	(a) 941	...	(b) 44,868	...	45,809	(c)	(c)
Total ...	2,664,485	10,063,830	21,012,135	349,988,173	383,728,623	2,126,087	149,850,634
GUARANTEED COMPANIES.							
Madras	2,832,313	6,552,259	...	286,300,075	295,684,647	2,560,480	105,944,818
South Indian	664,565	1,581,590	4,365,183	234,272,968	240,884,306	896,160	47,491,150
Great Indian Peninsula ...	6,636,277	29,071,985	(d) 64,121,702	(e) 373,880,895	473,710,859	6,681,425	680,962,560
Bombay, Baroda and Central India ...	2,596,991	11,949,952	(d) 51,183,916	(e) 191,131,038	256,861,897	2,472,364	155,523,056
Oudh and Rohilkhand	...	(a) 2,637,766	4,576,783	(b) 193,684,808	200,899,457	1,085,148	91,814,953
Total ...	12,730,146	51,793,552	124,247,584	1,279,269,884	1,468,041,166	13,146,577	1,032,736,537
ASSISTED COMPANIES.							
Darjeeling-Himalayan	97,478	210,628	...	690,204	998,310	(d)	...
Deoghur	2,817	...	796,984	...	799,801	...	32,491
Bengal and North-Western ...	157,987	363,241	201,986	66,291,899	67,015,113	207,338	25,620,505
Rohilkhand-Kumaun	166,722	...	347,622	4,334,138	4,848,482	77,629	1,311,074
Tratón-Duximáik	...	...	...	(f) 181,520	181,520	...	51,032
Dibru Sadiya	42,209	51,516	...	1,822,643	1,916,368	3,560	554,523
Total ...	467,213	625,385	1,346,592	73,320,404	75,759,594	288,527	27,569,625
NATIVE STATES.							
The Nizam's (Guaranteed Company) ...	452,417	2,672,479	10,414,257	26,358,865	39,898,018	662,748	12,681,729
The Gaekwar's	...	(a) 69,754	...	5,529,203	5,598,957	6,978	1,011,650
The Gaekwar's Mehsána-Vadnagar ...	...	8,817	...	1,614,218	1,623,035	3,046	106,193
Bhávnagar-Gondal	144,668	560,253	...	32,264,559	32,969,480	178,418	5,648,858
Morvi	...	(a) 121,178	...	(b) 4,193,802	4,314,980	18,700	468,394
Jodhpore	40,445	125,578	...	11,570,584	11,736,607	79,352	2,071,190
Total ...	637,530	3,553,059	10,414,257	81,531,231	96,141,077	949,242	21,988,014
TOTAL OF ALL RAILWAYS ...	30,414,502	114,465,244	220,404,811	3,724,630,273	4,089,914,830	35,801,638	2,510,018,066

(a) Upper class. (b) Lower class.

the several Railways during the year ending 31st December 1887.

GOODS TRAFFIC.

NUMBER OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).

Military Stores.	Railway materials for construction.	Coal for the public and construction.	Coal for revenue only.	Revenue stores, other than Coal.	Live Stock.	Total.	Railways.
							STATE IMPERIAL.
4,248,710	3,377,796	219,281,740	42,420,686	58,644,099	961,918	1,046,519,871	East Indian.
701,410	1,793,940	2,853,594	9,938,188	8,201,203	39,778	257,879,218	Rajputana-Malwa.
8,927	4,637,333	18,793	567,710	365,655	450	23,283,622	Bengal-Nágpur.
368	489,508	2,148	108,778	500,501	1,994	4,650,172	Mysore.
54,707	8,703,542	93,387	2,454,336	666,649	5,530	36,839,004	Southern Mahratta.
114	197,134	...	7,758	99,948	148	503,621	Cuddapah-Nellore.
2,408,775	15,814,685	5,296,172	12,036,435	66,984,811	231,723	375,356,687	North-Western.
12	33,585	4,097,738	1,838	408,175	...	5,580,839	Wardha Coal.
688	17,313	724,399	84,880	133,823	8	5,737,946	Bengal Central.
...	665,554	662,340	...	57,148	12	1,529,721	Katni-Umaria.
7,418,661	35,736,096	232,520,306	67,619,809	135,461,012	1,241,556	1,757,880,696	Total.
							STATE PROVINCIAL.
87	112,330	78	...	8,216	...	1,096,021	Bareilly-Pilibheet.
8,517	1,194,949	...	...	39	...	2,995,513	Lucknow-Sitapur-Sitrámau.
20,680	7,065,010	1,307,211	2,333,908	4,237,676	20,262	112,393,992	Eastern Bengal Railways.
41	...	205,680	...	11,804	...	418,247	Nalhati.
980	1,094,203	939,328	523,844	542,983	...	21,709,368	Tirhoot.
231,332	2,240,042	2,601,225	50,236	1,444,471	196,694	38,032,375	Burma.
...	7,614	8,000	4,194	358	...	123,608	Jorhát.
...	...	...	...	...	...	(c)	Chebra-Companygani.
261,637	11,714,148	5,061,520	3,411,682	6,252,547	216,956	176,769,124	Total.
							GUARANTEED COMPANIES.
499,641	1,543,393	766,391	24,942	5,709,319	203,550	114,692,054	Madras.
18,965	4,049,587	2,886	1,259,968	4,176,551	35,164	57,034,271	South Indian.
1,367,707	3,986,326	8,584,993	26,565,571	41,932,020	1,221,955	714,621,132	Great Indian Peninsula.
269,112	2,679,574	7,122,390	6,448,454	6,676,954	2,588,446	182,307,986	Bombay, Baroda and Central India.
370,144	16,054,925	572,855	30,548,294	6,876,765	15,561	126,253,497	Oudh and Rohilkhand.
2,525,569	28,313,805	17,049,515	41,847,229	65,371,609	4,064,676	1,194,908,940	Total.
							ASSISTED COMPANIES.
...	...	...	...	...	...	(c)	Darjeeling-Himalayan.
...	...	...	982	...	...	33,473	Deoghur.
675	1,147,120	153,450	1,337,844	52,478	25,353	28,337,425	Bengal and North-Western.
8,030	313,545	128	...	84,814	568	1,718,159	Rohilkhand-Kumaun.
...	...	...	...	...	...	51,032	Thatón Duyinzáik.
...	...	5,082,859	...	13	580	5,637,975	Dibru-Sadiya.
8,705	1,460,665	5,236,437	1,338,826	137,305	26,501	35,778,064	Total.
							NATIVE STATES.
90,174	4,456,719	277,270	938,335	1,804,869	11,657	20,260,764	The Nizam's (Guaranteed Company).
...	353	733	10,409	26,256	428	1,049,829	The Gaekwar's.
...	38,429	108	...	34,395	...	179,125	The Gaekwar's Mehsána-Vadnagar.
...	143,758	98,137	54,318	81,400	3,038	6,029,559	Bhávnagar-Gondal.
...	...	...	...	...	...	468,394	Morvi.
27	156,655	7,081	752	3,470	70	2,239,243	Jodhpore.
90,201	4,795,903	383,379	1,003,814	1,950,410	15,193	30,226,914	Total.
10,304,773	82,020,617	260,261,157	118,221,360	209,172,883	5,564,882	3,195,563,738	TOTAL OF ALL RAILWAYS.

(c) Information not furnished.
(d) Third class passengers by mail trains.
(e) Third class passengers by other than mail trains.
(f) 1st, 2nd and 3rd classes.

CHAPTER VIII.

REVENUE AND TRAFFIC RESULTS.

REVENUE.

ON page 86 will be found a statement giving the Capital outlay [exclusive of Steam-boat Service and Suspense Accounts] for the several lines of railway open for traffic.

The average cost per mile of all open lines [excluding Steam-boat Service and Suspense Accounts] is Rs. 1,24,700. The 5′ 6″ and the metre gauge lines have averaged, respectively, Rs. 1,64,482 and Rs. 69,952 per mile.

2. The net revenue derived from Railways during the year 1887, including Steam-boat Service, amounted to Rs. 9,36,48,210, as compared with Rs. 9,77,35,532 in 1886.

3. The total Capital debit excluding indirect charges against lines open to traffic on the 31st December 1887 was Rs. 1,82,87,92,655, and the percentage of the net earnings on this outlay amounted to 5·12, as compared with a percentage of 5·73 in 1886 on a capital outlay of Rs. 1,70,49,89,107.

4. Excluding the Steam-boat Service and Capital expenditure on suspense Accounts the general results of railway working compare as follows for the last three years :—

		1885.	1886.	1887.
Miles open at end of year		12,207·71	12,864·78	14,068·11
Capital outlay at end of year	Rs.	1,56,17,76,876	1,65,04,41,095	1,75,42,93,486
Average cost per mile open ...	„	1,27,934	1,28,291	1,24,700
Gross earnings during the year	„	17,88,05,185	18,58,41,170	18,36,34,302
Working expenses during the year	„	8,77,01,962	8,84,22,951	9,00,94,841
Net earnings of the year ...	„	9,11,03,223	9,74,18,219	9,35,39,461
Percentage of net earnings on capital cost		5·84	5·90	5·33
Gross earnings per mile per week calculated on mean mileage worked ...	Rs.	284	285	260

5. On page 87 will be found a statement comparing the net earnings and their percentages on Capital expenditure for the principal railways during the last five years.

6. The net revenue earned by the Imperial and Provincial State lines, East Indian and Branch lines excepted, during the past year, amounted to Rs. 2,27,09,477, being a return of 3·09 per cent. on a total Capital expenditure of Rs. 73,47,70,762. Including the East Indian Railway and State Branch lines worked by it, the net earnings of the State lines were at the rate of 4·90 per cent. on the Capital expended.

7. The net revenue of the East Indian Railway, including the branch lines* worked by it, amounted to Rs. 3,23,83,088, being at the rate of 8·32 per cent. on a total Capital expenditure of Rs. 38,93,18,574. The surplus profits on this line during the past year, after paying annuity and interest charges, were Rs. 79,36,297, of which sum $\frac{1}{5}$th or Rs. 15,87,259 was paid over to the working Company as its share under the contract.

* Sindia, Indian Midland, Patna-Gya, Dildárnagar-Gházipur, and Tárakeshwar.

8. The statements relating to Guaranteed Railway transactions on pages 90 to 93 are similar to those given in previous reports. Conversions from the Indian currency into sterling have been made at the contract rates of exchange.

The Guaranteed lines returned a net revenue of £3,326,485. The Guaranteed interest for the year amounted to £2,725,445, so that the net earnings were in excess of the guaranteed interest by £601,040.

From the commencement of operations up to 31st December 1886, a gross sum of £58,675,924 has been advanced as interest by the State to the Guaranteed Railway Companies, excluding the East Indian and Eastern Bengal and the late Sind, Punjab and Delhi Railways, and up to 30th June 1887 the total net earnings of these railways, exclusive of half of any surplus profits realised, amounted to £39,496,154, leaving a net amount of £19,179,770, which has been paid by the State.

The surplus profits realised on Guaranteed Railways during the year 1887, amounted to £989,702, as compared with £1,045,437 in 1886, and £785,866 in 1885.

9. The lines in the hands of Assisted Companies, including the Tárakeshwar Railway, yielded during 1887 a net revenue of Rs. 14,08,139, being at the rate of 3·78 per cent. on a total Capital outlay of Rs. 3,72,25,145.

10. The net revenue earned by the Native State lines during the same period, amounted to Rs. 13,43,513, being at the rate of 2·58 per cent. on a total Capital outlay of Rs. 5,20,83,003.

11. On pages 88 and 89 will be found a statement showing the direct annual loss or gain to the State from railway outlay during each financial year from 1858.

Statement showing the total cost of each Railway on 31st December 1887 and the average cost per mile.

Railway.	Length of line open on 31st December 1887.	Total Capital outlay to 31st December 1887 on final heads (exclusive of Steam-boat Service and Suspense).	Average cost per mile (exclusive of Steam-boat Service and Suspense).	Total Capital outlay on open line to 31st December 1887.
STATE IMPERIAL.	Miles.	Rs.	Rs.	Rs.
East Indian	1,513·36	35,06,74,899	2,31,719	35,79,09,238
Benares Branch	6·00	6,11,462	1,01,910	6,11,462
Rajputana-Malwa	1,667·42	12,38,95,213	74,304	12,87,69,487
Pátri	22·50	8,08,405	35,929	8,08,405
Sindia	74·88	92,09,434	1,22,989	92,09,434
Dhond-Manmád	145·50	1,09,26,292	75,095	1,09,46,935
Patna-Gya	57·20	42,70,250	74,655	42,70,250
Bengal-Nágpur	149·00	1,25,79,706	84,428	1,28,90,453
Dildárnagar-Gházipur	12·00	7,03,060	58,588	7,03,060
Mysore	139·75	63,11,425	45,162	80,93,697
Southern Mahratta	759·75	(a) 6,08,74,953	80,125	(a) 6,28,64,462
Indian Midland	42·00	32,92,854	78,401	1,54,98,182
Bellary-Kistna	90·00	49,38,487	54,872	54,93,345
Cuddapah-Nellore	83·00	58,55,449	70,548	60,90,836
North-Western	2,340·58	31,61,13,323	1,34,630	33,16,98,490
Wardha Coal	45·00	59,22,911	1,31,620	59,94,082
Bengal Central	125·02	89,27,034	71,405	91,09,422
Katni-Umaria	37·00	47,09,976	1,27,297	48,75,450
Total ...	7,309·96	92,96,25,133	1,27,172	97,58,36,690
STATE PROVINCIAL.				
Bareilly-Pilibhet	36·00	15,10,688	41,964	15,10,688
Lucknow-Sitapur-Sitrámau	104·59	34,73,156	33,207	37,00,992
Eastern Bengal Railways	644·28	8,24,88,829	1,28,033	8,65,33,392
Nalháti	27·25	3,26,020	(b) 11,964	3,40,875
Tirhoot	259·00	1,82,16,371	70,333	1,92,28,079
Amritsar-Pathánkot	64·79	55,35,938	85,444	55,92,937
Burma	333·00	2,80,70,159	84,295	2,86,46,552
Jorhát	30·60	6,71,759	21,953	6,79,372
Chebra-Companygani	7·50	2,69,756	35,967	2,91,349
Total ...	1,507·01	14,05,62,676	93,273	14,65,24,236
GUARANTEED COMPANIES.				
Madras	830·09	11,07,01,322	1,33,361	11,31,72,592
South Indian	654·00	4,51,69,182	69,066	4,80,44,868
Great Indian Peninsula	1,288·25	26,34,35,584	2,04,491	27,04,68,326
Bombay, Baroda and Central India... ...	438·78	9,06,81,755	2,06,668	9,36,97,911
Oudh and Rohilkhand	(c) 691·07	8,88,68,152	1,28,595	9,17,39,884
Total ...	3,902·19	59,88,55,995	1,53,467	61,71,23,581
ASSISTED COMPANIES.				
Darjeeling-Himalayan	51·00	26,87,781	52,702	27,43,214
Deoghur	4·79	2,75,000	57,411	2,75,043
Bengal and North-Western	376·00	(d) 2,26,48,386	60,235	(d) 2,44,77,650
Tárakeshwar	22·23	17,28,410	77,751	17,28,410
Rohilkhand-Kumaun	55·00	22,07,111	40,129	22,91,619
Thatôn-Duyinzáik	8·00	3,76,604	47,076	3,76,604
Dibru-Sadiya	78·00	53,01,741	67,971	53,32,605
Total ...	595·02	3,52,25,033	59,200	3,72,25,145
NATIVE STATES.				
The Nizam's (Guaranteed Company)	204·50	2,69,71,143	1,31,888	2,86,21,689
Khámgaon	7·50	4,82,570	64,343	4,89,180
Amráoti	5·50	4,34,666	79,030	4,44,308
The Gaekwar's	58·80	13,41,986	22,823	13,46,259
The Gaekwar's Mehsána-Vadnagar	20·73	5,89,035	28,415	5,89,035
Bhopal-Itársi	57·00	59,63,909	1,04,630	60,59,939
Bhávnagar-Gondal	193·09	96,11,085	49,775	99,01,410
Morvi	68·00	11,06,500	(e) 16,272	11,06,500
Jodhpore	123·75	22,81,433	(f) 18,436	22,81,433
Rájpura-Patiála	15·06	12,42,322	82,491	12,43,250
Total ...	753·93	5,00,24,649	66,352	5,20,83,003
TOTAL OF ALL RAILWAYS ...	14,068·11	1,75,42,93,486	1,24,700	1,82,87,92,655

(a) Includes outlay on section (3·50 miles) not opened in 1887.
(b) Calculated on the amount paid by the State for the purchase of the line.
(c) Excludes 3·24 miles of the Benares Branch of the East Indian Railway leased to the Oudh and Rohilkhand Railway Company.
(d) Excludes interest on Capital during construction (Rs. 10,90,014).
(e) This is 2' 6" gauge line and is laid with permanent-way materials of a very light description.
(f) Line laid on metre gauge. The comparatively small outlay is due to the works being very light. There are no large bridges; the permanent-way is partly of old 36 lb. iron rails purchasedsecond-hand from the Rajputana Railway, the sleepers are mostly jungle-wood, costing less than a third the price of Deodar.

Statement showing the net earnings and their percentage on the Capital expenditure finally charged off (excluding Suspense Accounts) for the principal Railways during the last five years—1883 to 1887.

Railway.	1887.		1886.		1885.		1884.		1883.	
	Net earnings.	Percentage of net earnings per annum on Capital expenditure.	Net earnings.	Percentage of net earnings per annum on Capital expenditure.	Net earnings.	Percentage of net earnings per annum on Capital expenditure	Net earnings.	Percentage of net earnings per annum on Capital expenditure.	Net earnings.	Percentage of net earnings per annum on Capital expenditure.
5′—6″ GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.	
STATE IMPERIAL—										
EAST INDIAN (*including Branches*)	3,23,88,088	8·75	3,13,32,323	8·62	3,08,19,333	8·95	2,79,64,136	7·87	3,17,29,543	8·99
NORTH-WESTERN { PUNJAB NORTHERN	57,07,543	1·79	1,19,65,607	4·17	14,28,634	1·96	8,96,293	1·23	5,93,018	0·83
INDUS VALLEY					64,24,734	7·55	37,01,664	4·42	32,18,635	3·97
SIND, PUNJAB AND DELHI ...					61,35,060	5·17	41,95,362	3·55	49,07,593	4·18
EASTERN BENGAL RAILWAYS. { EASTERN BENGAL	45,04,782	5·36	19,78,953	4·09	18,93,231	4·01	25,36,226	5·52	26,84,611	7·72
CALCUTTA AND SOUTH-EASTERN ...									1,32,997	1·47
KAUNIA-DHARLLA			18,043	1·93	29,687	3·19	43,045	4·67	30,386	3·43
NORTHERN BENGAL			12,67,373	5·70	6,44,264	3·03	6,51,514	3·15	11,65,371	5·52
DACCA			—28,743	...	—41,845	...	Not	opened.	...	...
GUARANTEED COMPANIES—										
MADRAS	28,80,029	2·60	32,29,244	2·86	32,79,168	2·92	29,35,687	2·62	25,26,549	2·26
GREAT INDIAN PENINSULA	(a) 2,12,26,120	8·06	(a) 2,10,07,724	8·03	(a) 1,80,47,220	6·96	(a) 1,60,52,310	6·26	1,76,59,653	(b) 6·96
BOMBAY, BARODA AND CENTRAL INDIA ...	70,68,810	(c) 7·80	78,52,756	(c) 8·83	75,25,716	(c) 8·44	69,57,133	(c) 7·95	67,83,906	7·82
OUDH AND ROHILKHAND	31,35,249	3·53	28,60,755	3·58	19,05,361	3·21	23,26,143	3·68	24,80,362	4·21
NATIVE STATES—										
THE NIZAM'S (GUARANTEED COMPANY) ...	5,52,905	2·05	6,94,524	2·56	4,87,023	2·37	3,59,774	2·94	2,37,932	1·95
METRE GAUGE.										
STATE IMPERIAL—										
RAJPUTANA-MALWA (*including Rewari-Ferozepore*) ...	81,25,471	6·56	90,47,111	7·31	77,33,000	7·26	59,27,333	5·74	61,31,742	6·49
CAWNPORE-ACHNERA					1,10,855	1·02	2,65,313	2·66	2,07,466	3·88
BENGAL-NAGPUR	5,60,248	4·45	5,34,029	4·71	4,93,574	4·70	5,58,080	5·63	6,83,860	7·33
SOUTHERN MAHRATTA	10,30,826	(d) 1·69	4,93,326	1·44	1,40,337	0·77	—18,182	...	Not	opened.
STATE PROVINCIAL—										
TIRHOOT	6,95,725	3·70	5,01,189	3·03	3,59,269	2·49	2,66,581	1·88	2,59,705	2·22
BURMA	15,58,303	5·55	9,43,271	3·38	4,73,123	1·78	8,21,935	4 19	5,52,366	4·19
GUARANTEED COMPANIES—										
SOUTH INDIAN	16,09,557	3·56	14,91,356	3·36	15,95,357	3·62	15,05,187	3·47	13,22,333	3·05
ASSISTED COMPANIES—										
BENGAL AND NORTH-WESTERN	8,37,004	(e) 3·62	8,09,189	(f) 3·79	6,10,799	(g) 3·40	—26,221	...	Not	opened.
NATIVE STATES—										
BHÁVNAGAR-GONDAL	4,42,103	4·60	4,15,149	4·37	3,91,247	4·17	4,97,471	5·51	3,26,613	3·72

(a) Net earnings of the Great Indian Peninsula Railway only.
(b) 6·94 deducting amount paid to Government as rent of leased lines.
(c) Calculated on the Capital outlay on the Bombay, Baroda, and Central India Railway, exclusive of the Pátri Branch.
(d) Calculated upon the Capital outlay of the Southern Mahratta Railway only, though the net earnings include the Bellary-Kistna Railway.
(e) The Capital outlay on which this is calculated is exclusive of interest on Capital during construction (Rs. 10,90,014).
(f) The Capital outlay on which this is calculated is exclusive of interest on Capital during construction (Rs. 8,93,768).
(g) The Capital outlay on which this is calculated is exclusive of interest on Capital during construction (Rs. 6,85,656).

STATEMENT SHOWING THE DIRECT ANNUAL GAIN OR

Year.	Guaranteed Railways.					State.	
	Capital raised to end of each year.	Capital withdrawn for expenditure to end of each year.	Net Traffic receipts, less moieties of surplus profits paid to Companies.	Guaranteed Interest.	Loss or gain to State. — or +	Capital expended to end of each year.	Net traffic receipts.
	* £	£	£	£	£	£	£
1858-59	22,998,405	19,151,531	232,365	838,411	— 606,046	...	...
1859-60	28,573,287	26,322,995	403,057	1,199,929	— 796,872	...	...
1860-61	34,397,817	33,901,710	389,413	1,485,745	—1,096,332	...	...
1861-62	42,979,539	40,503,922	391,162	1,788,153	—1,396,991	...	...
1862-63	48,218,541	46,367,266	625,615	2,166,755	—1,541,140	...	...
1863-64	54,332,994	51,122,919	821,518	2,456,182	—1,634,634	...	...
1864-65	57,541,917	55,245,159	1,129,851	2,683,787	—1,553,936	...	...
1865-66	60,860,247	60,882,025	2,865,574	2,889,241	— 23,667	...	...
1866-67	67,258,917	68,179,728	2,347,085	3,031,087	— 684,002	107,212	...
1867-68	76,571,751	75,299,809	1,989,112	3,480,677	—1,491,565	107,806	...
1868-69	82,417,905	79,167,736	2,229,509	3,881,013	—1,651,504	671,927	— 1,379
1869-70	86,773,325	83,910,587	2,627,941	4,126,025	—1,498,084	866,865	— 790
1870-71	91,426,816	87,686,857	2,556,707	4,341,609	—1,784,902	1,310,044	68
1871-72	93,550,303	90,183,585	2,877,153	4,542,183	—1,665,030	1,956,039	— 4,063
1872-73	93,736,915	90,660,830	2,785,657	4,862,188	—2,076,531	3,400,947	5,362
1873-74	94,725,814	91,353,883	3,532,545	4,969,244	—1,436,699	5,364,893	—6,563
1874-75	95,119,118	92,441,794	3,742,303	5,030,233	—1,287,930	9,065,829	44,162
1875-76	95,072,441	93,392,800	4,054,421	5,146,157	—1,091,736	12,360,929	96,601
1876-77	94,833,129	94,188,059	4,818,106	5,450,007	— 631,901	15,364,303	90,012
1877-78	96,313,173	95,420,309	5,862,044	5 372,238	+ 489,806	19,573,392	152,343
1878-79	97,774,046	96,444,666	4,364,979	5,702,898	—1,337,919	23,210,401	229,080
1879-80	97,959,284	96,829,969	3,974,645	5,667,875	—1,693,230	27,829,689	327,194
1880-81	67,282,930	66,348,478	2,555,069	3,921,412	—1,366,343	32,941,576	646,007
1881-82	67,465,609	67,021,756	3,282,294	3,945,306	— 663,012	35,831,582	838,357
1882-83	68,065,868	67,431,448	3,095,456	4,077,125	—981,669	37,913,941	1,086,203
1883-84	69,154,961	68,769,369	3,118,197	4,047,246	—929,049	41,533,488	1,376,118
1884-85	65,924,277	66,658,570	3,046,805	4,028,654	—981,849	50,405,981	1,725,066
1885-86	56,981,094	56,814,758	3,327,946	4,231,707	—903,761	70,101,472	2,214,550
1886-87	57,695,294	57,046,325	3,112,518	3,721,864	—609,346	75,448,655	2,557,460
Total ...	...	...	76,159,077	109,074,951	—32,915,874	...	11,375,788
1887-88 {Budget	*58,278,094	*58,372,352	*3,007,000	*3,732,300	—725,300	*78,393,504	*2,454,200
1887-88 {Revised	58,035,294	57,729,184	2,871,000	3,856,800	—985,800	77,904,335	2,234,800
1888-89 Budget	58,035,294	58,487,984	2,935,000	3,873,700	—938,700	81,392,575	2,576,900
Grand Total ...	...	...	81,965,077	116,805,451	—34,840,374	...	16,187,488

The decrease in the transactions of the Guaranteed Railways in 1880-81, in 1884-85 and in 1885-86 compared with the year immediately preceding

Note.—The figures from 1872-73 have

* This sum is thus arrived at :—

	£
(a) Capital of East Indian Railway at time of purchase	26,200,000
25 per cent. premium thereon	6,550,000
Debentures and Debenture Stock	4,450,000
Outlay subsequent to purchase	154,248
Total	37,354,248

(a) Of these amounts, £27,623,336 will be redeemed by an annuity terminable in 1953, which annuity is entered in the column "Interest and annuity."

† Interest on Capital outlay calculated at 4 per cent. except on £1,000,000 lent by His Highness the Maharajah Holkar for the construction of the Holkar State Railway, on which 4½ per cent. is paid by the State.

‡ Includes Capital expenditure on Eastern Bengal Railway prior to purchase as under :—

	£
Share Capital at time of purchase	2,255,490
Premium on ditto	1,136,437
Debentures and Debenture Stock	1,023,658
Total	4,415,575

LOSS TO THE STATE FROM RAILWAY OUTLAY SINCE 1858.

Railways.		Imperial Lines in the hands of Companies.			East Indian Railway.				
Interest† and annuity.	Loss or gain to State. — or +	Net traffic receipts.	Interest. ¶	Loss or gain to State. — or +	Capital expended.	Net traffic receipts, less surplus paid to shareholders.	Interest and annuity.	Loss or gain to State. — or +	Total loss or gain to State. — or +
£	£	£	£	£	£	£	£	£	£
...	...	...	...	...	...	...	...	...	— 606,046
...	...	...	...	...	...	...	...	...	— 796,872
...	...	...	...	...	...	...	...	...	—1,096,332
...	...	...	...	...	...	...	...	...	—1,396,991
...	...	...	...	...	...	...	...	...	—1,541,140
...	...	...	...	...	...	...	...	...	—1,634,634
...	...	...	...	...	...	...	...	...	—1,553,936
...	...	...	...	...	...	...	...	...	— 23,667
...	...	...	...	...	...	...	...	...	— 684,002
14	—14	...	...	...	...	...	...	...	—1,491,579
12,455	—13,834	...	...	...	...	...	...	...	—1,665,338
29,180	—29,970	...	...	...	...	...	...	...	—1,528,054
43,585	—43,517	...	...	...	...	...	...	...	—1,828,419
68,199	—72,262	...	...	...	...	...	...	...	—1,737,292
107,787	—102,425	...	...	...	...	...	...	...	—2,178,956
187,178	—193,741	...	...	...	...	...	...	...	—1,620,440
302,264	—258,102	...	...	...	...	...	...	...	—1,546,032
433,534	—336,933	...	...	...	...	...	...	...	—1,428,669
559,504	—469,492	...	...	...	...	...	...	...	—1,101,393
703,753	—551,410	...	...	...	...	...	...	...	— 61,604
860,675	—631,595	...	...	...	...	...	...	...	—1,969,514
1,029,372	—702,078	...	...	...	*37,354,243	949,154	41,357	+ 907,797	—1,487,611
1,194,655	—548,648	...	...	...	418,435	2,647,756	1,661,493	+ 986,263	— 928,728
1,360,086	—541,729	...	2,426	—2,426	455,262	3,063,595	2,002,181	+1,061,414	— 145,753
1,482,576	—396,373	...	45,233	— 45,233	148,197	2,531,943	2,062,359	+469,584	—953,691
1,593,293	—217,175	—95	116,301	—116,396	233,298	3,002,620	2,052,418	+950,202	—312,418
1,829,434	—104,368	61	162,791	—162,730	279,192	2,481,190	2,084,856	+396,334	—852,613
2,196,624	+ 17,926	20,932	257,716	—236,784	247,518	2,821,318	2,207,459	+613,859	—508,760
3,212,000	—654,540	66,238	471,590	—405,352	158,858	2,985,440	2,298,993	+686,447	—982,791
17,226,068	—5,850,280	87,136	1,056,057	—968,921	39,295,008	20,483,016	14,411,116	+6,071,900	—33,663,175
3,331,500	*— 877,300*	*178,000*	*519,400*	*—341,400*	*105,000*	*2,855,300*	*2,295,000*	*+560,300*	*—1,383,700*
3,391,800	—1,157,000	175,700	639,100	—463,400	70,000	2,980,300	2,370,000	+610,300	—1,995,900
3,508,300	— 931,400	241,500	892,600	—651,100	65,000	2,940,300	2,376,000	+564,300	—1,956,900
24,126,168	—7,938,680	504,336	2,587,757	—2,083,421	39,430,008	26,403,616	19,157,116	+7,246,500	—37,615,975

is due to the removal of the East Indian, Eastern Bengal and Sind, Punjab and Delhi Railways from the category of Guaranteed Railways. been revised according to present classification.

¶ Includes the following amounts for advances, and repayments of advances, of interest :—

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88	1888-89.
	£	£	£	£	£	£	£	£
Advances	5,188	16,807	34,154	45,239	...	...	...	...
Repayments	2,762	4,524	3,249	618	119	1,616	27,300	38,800
Net	2,426	12,283	30,905	44,621	—119	—1,616	—27,300	—38,800

§ Includes Capital expenditure on the Sind, Punjab and Delhi Railway prior to purchase as under :—

	£
Share Capital at time of purchase ...	11,075,320
Premium on ditto ...	2,933,804
Total ...	14,009,124

GUARANTEED INTEREST—INDIAN RAILWAYS.

Statement of the total amount of Interest advanced to each of the undermentioned Railway Companies to 31st December 1887.

Railway Company.	Interest advanced to 31st December 1886.	Interest advanced during 1887.				Total.
		England.	India.	Interest charged on overdrawn capital (a).	Total	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Madras ...	12,595,433 10 0	520,331 18 3	...	1,253 2 8	521,585 0 11	13,117,018 10 11
South Indian ...	3,539,627 18 1	208,644 19 10	...	365 7 5	209,010 7 3	3,748,338 5 4
Bombay, Baroda and Central India.	9,086,904 13 5	408,478 13 0	285 4 2	779 10 3	409,543 7 5	9,496,448 5 10
Great Indian Peninsula	26,183,300 19 9	1,172,663 5 2	2,650 0 0	8,640 10 0	1,183,953 15 2	27,367,254 14 11
Oudh and Rohilkhand	4,555,856 18 8	380,557 0 1	549 15 0	9,901 0 4	391,007 15 5	4,946,864 14 1
Total ...	55,960,824 4 11	2,690,675 16 4	3,484 19 2	20,939 10 8	2,715,100 6 2	58,675,924 11 1

(a) Interest on overdrawn Capital is for the year 1887 being charged in that year by transfer entry.

Statement showing approximately the amount advanced on account of Guaranteed Interest to the undermentioned Railway Companies to 30th June 1887.

Railway Company.	Total amount advanced to 31st December 1887(b).	Aggregate of Net Revenue balances for the several half-years to 30th June 1887.	Net amount advanced.
	£	£	£
Madras	13,117,018	5,901,671	7,215,347
South Indian	3,748,338	1,889,055	1,859,283
Bombay, Baroda and Central India ...	9,496,448	6,907,057	2,589,391
Great Indian Peninsula	27,367,255	22,167,423	5,199,832
Oudh and Rohilkhand	4,946,865	2,630,948	2,315,917
Total ...	58,675,924	39,496,154	19,179,770

(b) The interest for the half-year ended 30th June 1887 not being paid until the succeeding half-year.

NOTE.—Rupees converted into sterling at the contract rate of exchange.

Statement showing the amount of Surplus Profits earned by Guaranteed Railways to 31st December 1887 inclusive.

Railway Company.	To end of 1879.	Half-year ending.																Total.
		June 1880.	December 1880.	June 1881.	December 1881.	June 1882.	December 1882.	June 1883.	December 1883.	June 1884.	December 1884.	June 1885.	December 1885.	June 1886.	December 1886.	June 1887.	December 1887.	
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
East Indian ...	5,855,427	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5,855,427
Eastern Bengal ...	328,942	...	99,197	4,414	149,764	15,304	164,054	45,426	46,276	...	‡	...	...	...	...	...	...	853,377
Bombay, Baroda and Central India.	36,929	†	...	158,450	...	147,830	...	201,974	7,903	247,976	...	205,950	61,141	250,392	60,870	236,197	609	1,616,221
Great Indian Peninsula.	1,253,298	101,576	...	338,319	1,248	590,124	...	609,803	...	453,873	...	495,438	...	608,455	125,720	752,896	...	5,330,750
Sind, Punjab and Delhi.	...	3,872	...	...	...	...	...	...	...	...	...	23,337	...	‡	...	...	...	27,209
Total ...	7,474,596	105,448	99,197	501,183	151,012	753,258	164,054	857,203	54,179	701,849	...	724,725	61,141	858,847	186,590	989,093	609	13,682,984

* Surplus Profits of the East Indian Railway, after it had been acquired by the State, are omitted from this statement.

† Surplus Profits were earned by the Bombay, Baroda and Central India Railway Company during the half-year, but no division took place owing to the special agreement that all surplus profits should be applied to the reconstruction of the Nerbudda Bridge.

‡ The Eastern Bengal and Sind, Punjab and Delhi Railways were taken over by the State from 1st July 1874 and 1st January 1886, respectively, and are now worked under State management.

GUARANTEED RAILWAYS.

Year.	Capital expended to 31st March.	Net Revenue for year to 31st December.	Guaranteed Interest for year to 31st December.	Interest in excess of Revenue.	Revenue in excess of Interest.
	£	£	£	£	£
1870 ...	83,910,587	2,846,600	4,344,113	1,497,513	...
1871 ...	87,686,857	2,686,260	4,544,764	1,858,504	...
1872 ...	90,183,585	2,869,223	4,603,853	1,734,630	...
1873 ...	90,660,830	3,185,069	4,613,573	1,428,504	...
1874 ...	91,353,883	3,956,071	4,651,088	695,017	...
1875 ...	92,441,794	3,576,514	4,641,979	1,065,465	...
1876 ...	93,392,600	4,442,430	4,658,947	216,517	...
1877 ...	94,108,059	6,117,226	4,662,635	...	1,454,591
1878 ...	95,430,863	5,002,028	4,708,134	...	293,894
1879 ...	96,444,666	5,062,188	4,748,233	...	313,955
1880* ...	65,907,288	2,662,213	3,263,179	600,966	...
1881 ...	66,349,320	3,110,824	3,272,651	161,827	...
1882 ...	67,021,755	3,319,439	3,279,407	...	40,032
1883 ...	67,431,448	3,542,973	3,289,439	...	253,534
1884 ...	68,769,369	3,207,313	3,243,015	35,702	...
1885† ...	66,658,570	3,505,142	3,191,169	....	313,973
1886‡ ...	56,814,758	3,378,242	2,702,701	...	675,541
1887 ...	57,046,325	3,326,485	2,725,445	...	601,040

*. East Indian Railway excluded from this and subsequent years.
† Eastern Bengal Railway ditto ditto.
‡ Sind, Punjab and Delhi Railway ditto ditto.
NOTE.—Rupees converted into sterling at the contract rate of exchange.

Results of working the Guaranteed Railways for the year ending 31st December 1887.

Railway Company.	Net Revenue.	Guaranteed Interest.	Revenue in excess of Interest.	Interest in excess of Revenue.	Extra dividend in excess of guaranteed interest received by the Companies as surplus profit.	
					Rate per cent. for half-year ending 30th June 1887.	Rate per cent. for half-year ending 31st December 1887.
	£	£	£	£	£. s. d.	£. s. d.
Madras	264,003	521,585	...	257,582	...	...
South Indian ...	154,249	210,356	...	56,107	...	...
Bombay, Baroda and Central India ...	647,975	411,168	236,807	...	1 8 6	...
Great Indian Peninsula	1,945,727	1,187,842	757,885	...	1 9 4	...
Oudh and Rohilkhand ...	314,531	394,494	...	79,963	...	...
Total ...	3,326,485	2,725,445	994,692	393,652	...	...

NOTE.—Rupees converted into sterling at the contract rate of exchange.

TRAFFIC RESULTS.

12. The table on pages 98 and 99 of this Report contains detailed information of receipts and expenditure connected with the passenger and goods traffic on all lines for the year 1887, and that on pages 97 and 98 a summary giving the general results of working of the principal railways for the same period. The main results, excluding the Steam-boat services, are summarised below for these railways, and compared with similar figures for 1886 and 1885 :—

		1885.	1886.	1887.
Mean mileage open for traffic	...	12,091·27	12,548·83	13,577·96
Number of passengers carried	...	80,864,779	88,436,318	95,411,779
Number of tons of goods moved	...	18,925,385	19,576,365	20,195,677
Passenger unit miles	...	3,640,337,596	3,894,076,609	4,089,914,830
Ton-mileage of goods	...	3,319,574,447	3,388,606,208	3,195,563,738
Train-miles	...	45,222,502	45,475,334	45,779,096
Gross receipts	Rs.	17,88,05,185	18,58,41,170	18,36,34,302
Working expenses	„	8,77,01,962	8,84,22,951	9,00,94,841
Net receipts	„	9,11,03,223	9,74,18,219	9,35,39,461

In round numbers, the average length open during the year 1887 was 13,578 miles, upon which the traffic work performed was equivalent to 4,090 millions of passengers and 3,196 millions of tons of goods carried one mile.

Passenger traffic.

13. The total number of passengers carried shows an increase of 7·89 per cent., as compared with the number carried in 1886. The passenger mileage has increased 5·03 per cent., and the receipts from passenger traffic 5·01 per cent. The number of passengers per open mile was 7,027 in 1887, as compared with 7,047 in 1886, and 6,687 in 1885. Of the total number carried in 1887, the lower class passengers constituted 97·33 per cent., the second class 2·24, and the first class only 0·43 per cent.

The distances travelled by each class of passengers were on an average first class 75 miles, second class 54 miles, and lower classes 42 miles; and for these journeys the first class passenger paid Rs. 5-0-1, the second class passenger Rs. 1-5-10, and the lower class passenger Rs. 0-8-4, or 12·8, 4·9 and 2·4 pies per mile respectively.

The average receipts per coaching train-mile were Rs. 3·24, the highest on the principal railways, being Rs. 4·15 on the East Indian Railway, broad gauge, and Rs. 4·50 on the Mysore Railway, metre gauge; the lowest, Rs. 1·71, on the Wardha Coal Railway, broad gauge, and Rs. 2·44 on the Bengal and North-Western Railway, metre gauge.

The largest average number of passengers carried in a passenger train was 292·65 on the Madras Railway, the smallest 146·71 on the Wardha Coal Railway and 161·82 on the Bengal Central and on the Great Indian Peninsula Railways.

The lowest average cost of hauling one passenger unit one mile was, on the broad gauge, 0·71 pies on the East Indian Railway, on which line the average sum received for this work was 2·70 pies; and on the narrow gauge, 0·94 pies on the Tirhoot Railway, the average receipts being 1·84 pies.

Goods traffic.

14. The total tonnage of goods lifted during the year shows an increase of 3·16 per cent., and the total ton mileage a decrease of 5·70 per cent., as compared with 1886. The receipts from goods traffic show a decrease of 3·69 per cent. in 1887 as compared with 1886. The number of tons of goods carried per mile open was 1,487 in 1887, as compared with 1,560 in 1886 and 1,565 in 1885.

The average receipts per goods train-mile were Rs. 4·39, the highest on the principal railways, being Rs. 7·80 on the Bombay, Baroda and Central India Railway, broad gauge, and Rs. 3·91 on the Bengal-Nágpur Railway, metre gauge; and the lowest, Rs. 1·65, on the Bengal Central Railway, broad gauge, and Rs. 2·02 on the South Indian Railway, metre gauge.

The lowest average cost of hauling one ton of goods one mile was 1·90 pies on the East Indian Railway, broad gauge, and 3·67 pies on the Bengal and North-Western Railway, metre gauge, the average sums received on these lines for doing this work being 5·83 pies and 5·99 pies respectively.

Gross receipts.

15. Including the Steam-boat Service, the gross receipts during the year amounted to Rs. 18,46,81,289, of which Rs. 4,75,38,860 were obtained on the East Indian Railway (including the branches worked by it), Rs. 7,20,24,213 on the Guaranteed lines, Rs. 5,86,76,651 on State Railways, excluding East Indian and branches, Rs. 32,51,423 on lines in Native States, and Rs. 31,90,142 on the Assisted Companies' lines.

Of the total earnings, Rs. 6,03,10,678 were due to coaching, Rs. 11,92,93,226 to goods, and Rs. 50,77,385 to Steam-boat Service and miscellaneous sources.

Compared with the previous year's returns, the traffic receipts (coaching and goods) show a decrease of 1·20 per cent. The total receipts per mile open were Rs. 13,524 in 1887, Rs. 14,809 in 1886, and Rs. 14,787 in 1885.

The receipts per train-mile in 1887 were Rs. 4·03, as compared with Rs. 4·11 in 1886, and Rs. 3·98 in 1885.

Working expenses.

16. Excluding Steam-boat expenditure, the total working expenses during 1887, amounted to Rs. 9,00,94,841, the percentage on gross receipts being 49·06, as compared with a similar percentage of 47·58 in 1886, and of 49·27 in 1885.

The lowest percentages in 1887 were 31·88 on the East Indian Railway, 39·86 on the Jodhpore Railway, and 41·89 on the Bombay, Baroda and Central India Railway.

The expenses per train-mile for all lines average Rs. 1·99 and were lowest on the Jodhpore Railway, Rs. 1·35. On the East Indian Railway the expenses per train-mile were Rs. 1·69.

Summary of commodities carried.

The table on page 102 gives a summary of the principal articles of merchandise, &c., carried on the several Railways in 1887, as compared with 1886.

General results of working of the principal Indian

Progressive numbers.	Headings.	5 feet 6 inch Gauge. East Indian. (b)	North-Western. (c)	Wardha Coal.	Bengal Central.	Eastern Bengal Railways. (f)	Madras.	Great Indian Peninsula. (g)	Bombay, Baroda and Central India. (i)	Oudh and Rohilkund.	The Nizam's (Guaranteed Company.)
1	*Miles* open on 31st December 1887. Miles.	1,731·67	2,420·43	46·00	125·03	646·28	890·69	1,603·75	461·28	(d) 694·31	(d) 203·50
1 a	Mean mileage worked during the year ,,	1,724·99	2,211·57	45·00	125·02	634·73	845·31	1,501·17	461·28	688·48	207·57
2	Total Capital outlay ... ... Rs.	38,93,18,463	33,16,98,480	50,94,082	91,09,422	8,65,33,392	11,31,72,502	27,04,68,320	9,45,06,316	9,17,90,884 (k)	2,88,21,689
3	,, ,, per mile open(e) ... ,,	2,14,637	1,34,630	1,31,620	71,405	1,23,033	133,761	2,01,491	1,93,340	1,28,595	1,31,889
4	Coaching receipts ... ... ,,	1,49,91,541	79,68,505	39,176	4,64,593	21,10,175	33,51,018	60,77,460	39,41,753	29,40,787	5,65,858
5	Goods receipts ... ... ,,	3,17,53,740	1,35,18,710	1,67,356	1,77,862	55,18,209	46,28,847	3,14,15,441	79,53,618	32,90,502	9,36,326
6	Gross receipts ... ... ,,	4,75,38,800	2,09,33,345 (d)	2,02,972	6,48,404	94,30,309	81,72,535	3,99,27,467 (k)	1,21,64,556	63,46,213	15,48,991
7	Working expenses ... ... ,,	1,51,55,772	1,52,25,803	2,36,602	6,56,422	49,25,617	52,92,507	1,87,01,337	50,96,040	33,10,964	9,95,986
8	Ditto per cent. of gross receipts ...	31·89	72·73	90·76	101·22	52·23	64·76	46·84	41·89	52·83	64·31
9	Net earnings ... ... Rs.	3,23,83,068	57,07,513	56,370	—7,028	45,04,782	28,80,028	2,12,26,130	70,68,516	31,35,249	5,52,905
10	Ditto per cent. on Capital outlay ...	8·32	1·72	0·94	—0·09	5·21	2·54	7·85	7·51	3·49	1·93
11	Ditto ditto on paid up Capital...	...	...	...	...	...	2·48	7·91	7·50	3·37	1·39
12	Passenger train-miles ... ... No.	3,617,137	2,340,945	22,967	177,261	1,003,607	1,010,315	2,027,313	1,163,615	863,096	196,236
13	Goods train-miles ... ... ,,	5,335,158	3,799,831	64,948	108,931	1,186,918	1,313,153	5,913,155	1,020,018	1,055,101	230,173
14	Total train-miles ... ... ,,	8,952,295	6,140,776	87,915	286,192	2,190,525	2,323,468	8,870,468	2,185,631	1,918,797	426,409
15	Coaching receipts per passenger train-mile ... ... Rs.	4·15	3·29	1·71	2·62	3·10	3·32	2·76	3·38	3·40	2·88
16	Goods receipts per goods train-mile ,,	5·95	3·30	2·58	1·63	4·65	3 52	5·31	7·80	3·12	4·07
17	Gross receipt per train mile ... ,,	5·31	3·40	3·33	2·27	4·31	3·52	4·50	5·57	3·16	3·63
18	Working expenses per train-mile ... ,,	1·69	2·47	2·69	2·30	2·25	2·28	2·11	2·33	1·73	2·34
19	Net earnings per train-mile ... ,,	3·62	0·93	0·64	—0·03	2·06	1·24	2·39	3·24	1·63	1·29
20	Average number of passengers in a passenger train	262·80	217.31	146·71	101·82	193·51	202·65	161·82	220·37	232 60	203·32
21	Average number of tons in a goods train	196·16	98·78	85·03	52·68	94·70	87·31	120·24	178·73	119·66	88·02
	Average number of vehicles (excluding Brake-vans)—										
22	In each passenger train ...	16·30	11·69	...	Worked by Eastern Bengal.	13·35	12·03	13·00	12·48	13 85	13·00
23	In each goods train	34·67	20·99	15·53		33·73	22·91	25·09	40·39	31·83	20·06
24	In each mixed train. Passenger carriages ...	14·94	10·44	(e) 4·2.		8·70	7·09	7·00	8·30	21·46	9·55
	In each mixed train. Goods vehicles ...	4·64	8·15	(e) 12·5.		10·88	12·35	8·00	15·86		13·31
25	Number of passengers carried one mile ... ... ,,	950,575,840	510,982,600	3,309,592	18,683,863	194,210,306	205,081,647	473,710,859	250,861,897	200,809,487	39,998,019
26	Number of tons of goods carried one mile ... ... ,,	1,046,519,871	325,356,286	5,590,829	5,737,948	113,382,992	114,992,954	374,681,132	182,307,986	126,253,402	20,280,764
	Average cost of hauling for one mile—										
27	One passenger unit ... ... Pies	0·71	1·66	2·10	1·86	1·49	1·29	1·43	1·16	0·99	1·07
28	One ton of goods ... ... ,,	1·90	5·01	6·25	12·43	4·74	4·90	5·83	3·45	3·15	5·31
	Average sum received for carrying for one mile—										
29	One passenger unit ... ... Pies	2·76	2·43	2·03	3·06	3·69	1·86	2·73	2·03	2·02	2·25
30	One ton of goods ... ... ,,	5·83	5·40	5·71	5·95	9·43	7·73	8·40	8·38	5·01	8·87

(a) Excluding Steamer Service and Suspense Accounts.
(b) Includes the Branch lines worked by the East Indian Railway Company.
(c) Includes the Amritsar-Pathánkot and Rájpura-Patiála Railways, except in items 2, 3, 9 and 10.
(d) Includes rent of leased lines (Rs. 35,407).
(e) In the Statement for 1886 the number of passenger carriages and goods vehicles attached to a mixed train were erroneously shown as 13·10 and 21·40 instead of 4·45 and 12·54 respectively.
(f) This system consists of the Eastern Bengal Railway which is on the 5' 6" gauge, the Northern Bengal, Assam-Behar and Dacca lines which are on the metre gauge, and the Kaunia-Dharla line which is on the 2' 6" gauge.
(g) Includes the Bhopal-Itársi, Dhond-Manmád and Berar State Railways, except in items 2, 3, 9, 10 and 11.
(k) Includes rent of leased lines (Rs. 3,14,027), but excludes Rs. 15,161, being charges incurred direct by the State on the Branch lines.

Railways during the year ending 31st December 1887.

Metre Gauge.											
Rajputana-Malwa.	Bengal-Nagpur. (a)	Mysore.	Southern Mahratta. (c)	Tirhoot.	Burma.	South-Indian. (g)	Bengal and North-Western.	The Gaekwar's (2' 6" gauge).	Bhavnagar-Gondal.	Jodhpore.	Progressive numbers.
(m) 1,667·42	149·00	139·75	849·75	259·00	333·00	662·00	376·00	88·80	193·09	123·75	1
1,664·42	149·00	139·75	671·07	249·52	333·00	662·00	376·00	88·80	193·09	110·70	1 a
12,87,09,437	1,28,99,453	80,93,697	(n) 6,28,64,462	1,92,28,079	2,86,46,552	4,80,44,865	(r) 2,44,77,650	13,46,259	99,01,410	22,81,433	2
74,304	84,423	45,162	80,125	70,333	84,295	69,066	60,235	22,823	49,775	16,430	3
56,56,950	2,20,539	2,96,786	11,58,700	7,70,056	17,40,082	27,18,132	7,77,283	88,179	5,16,586	1,43,862	4
1,05,87,867	11,37,155	2,10,125	16,81,721	7,73,039	15,35,287	23,52,500	6,84,444	66,912	437,895	1,62,986	5
1,65,28,203	13,69,701	5,13,781	30,32,417	17,22,955	33,24,253	57,13,142	19,44,002	1,56,352	980,827	3,18,703	6
84,02,732	6,09,453	3,67,855	20,91,691	10,27,230	17,65,080	34,87,088	11,06,998	1,09,013	538,724	1,27,026	7
50·84	59·09	71·60	66 01	59·62	53·12	66·20	56·91	69·73	54·98	89·86	8
81,25,471	5,60,248	1,45,929	10,30,936	6,95,725	15,53,303	16,36,054	6,37,004	47,339	442,103	1,91,677	9
6·31	4·35	1·80	1·64	2·62	5·44	3·35	3·42	3·52	4·47	6·40	10
...	1·46	1·00	1·67	...	...	3·35	3·05	...	...	...	11
2,113,933	84,920	66,002	480,442	305,899	505,709	658,130	318,917	31,836	173,614	47,420	12
3,080,859	291,019	84,517	905,038	297,014	395,513	1,163,804	378,238	35,741	125,439	46,556	13
5,194,792	375,389	150,519	1,385,510	602,913	901,222	2,021,934	697,155	67,579	298,053	93,976	14
2·65	2·60	4·50	2·57	2·52	3·44	3·16	2·44	2·77	2·98	3·03	15
2·44	2·91	2·49	2·09	2·60	3·38	2·02	2·63	1·87	3·49	3·50	16
2·18	3·61	3·41	2·42	2·80	3·69	2·52	2·79	2·31	3·28	3·39	17
1 62	2·18	2·44	1·66	1·71	1·96	1·72	1·59	1·61	1·80	1·85	18
1·56	1·49	0 97	0·82	1·15	1·73	0·8	1·20	0·79	1·48	2·04	19
215·70	222·64	258·29	172·30	238·83	197·78	260·60	210·13	175·86	199·90	247·50	20
83·70	80·01	55·02	45·87	73·09	96·16	49·00	74·02	29·37	46·07	46·10	21
12·38	13·00	14·25	14·82	14·18	21·00	13·80	...	17·18	14·98	(s)	22
22·90	24·54	13·79	19·88	29·52	35·40	13·64	32·00	17·15	27·46	(s)	23
11·83	7·65	10·00	14·00	13·92	12·04	12·26	13·00	10·35	12·73	7·00	24
9·36	15·40	9·50	8·00	9·02	18·72	12·50	9·00	5·22	8·18	8·00	
455,960,425	18,880,564	17,047,628	77,612,950	73,064,742	100,018,214	240,884,306	67,015,113	5,598,957	32,939,490	11,736,607	25
257,979,213	23,283,622	4,650,172	36,539,004	21,709,368	33,033,375	57,034,271	29,337,425	1,019,920	6,029,550	2,339,248	26
0·09	1·69	1·90	1·60	0·94	1·35	1,04	1·14	1·41	1·60	(s)	27
4·2	5·24	6·28	6 03	4·36	4·73	6·57	3·67	11·43	8·21	(s)	28
2·14	2·09	3·11	2·61	1·84	3·11	2·06	2·08	2·01	2·79	2·0	29
7·88	9·38	8·67	8·76	6·83	7·75	7·94	5·99	13·24	13 91	13·97	30

(l) Includes the Pátri Branch except in items 10 and 11.
(i) Includes 3·24 miles of the Benares Branch of the East Indian Railway worked by the Oudh and Rohilkhand Railway.
(k) Calculated on 69·07 miles only.
(j) Of this length 3·06 miles are worked over twice by every train.
(m) Includes 3 miles of the broad gauge line worked over by the East Indian Railway.
(a) This is the old Nágpur-Chhattisgarh line which has been made over to the Bengal-Nágpur Railway Company and is being converted from metre to 5' 6" gauge.
(c) Includes Bellary-Kistna Railway, except in items 2, 3, 10 and 11.
(n) Includes outlay on 3·39 miles of unopen miles as it cannot be separated from the total.
(g) Includes the Pondicherry Railway except in items 2, 3, 10 and 11.
(r) Excludes interest on Capital during construction (Rs. 10,00,014).
(s) Information not available.

Statement showing the total receipts and expenses and the net receipts per

Railway.	Coaching Receipts.		Goods Receipts.		Total Traffic Receipts.		Miscellaneous Items
	Rs.	Per Passenger train-mile.	Rs.	Per Goods train-mile.	Rs.	Per train-mile.	Rs.
STATE IMPERIAL.		Rs.		Rs.		Rs.	
East Indian (a)	1,49,91,541	4·25	3,17,53,740	5·95	4,67,45,281	5·22	7,93,570
Rajputana-Malwa (b) ...	56,56,950	2·68	1,05,87,367	3·44	1,62,44,847	3·13	2,83,336
Dhond-Manmád	...	...	...	...	...	...	(k) 2,40,098
Bengal-Nágpur	2,20,529	2·60	11,37,155	3·91	13,57,684	3·61	12,017
Mysore	2,96,786	4·50	2,10,125	2·49	5,06,911	3·37	6,873
Southern Mahratta	11,58,700	2·57	16,81,721	2·09	28,40,421	2·27	1,91,996
Cuddapah-Nellore	29,953	2·56	18,111	0·84	48,064	1·45	388
North-Western (c)	79,63,505	3·39	1,25,18,710	3·36	2,04,87,215	3·33	4,46,131
Wardha Coal	99,176	1·71	1,67,356	2·58	2,06,542	2·35	86,440
Bengal Central	4,64,593	2·62	1,77,502	1·63	6,42,395	2·25	6,099
Katni-Umaria	10,958	0·85	54,810	1·66	65,768	1·43	12,236
Total ...	3,06,97,691	3·46	5,83,07,397	4·28	8,91,45,340	3·96	20,79,243
STATE PROVINCIAL.							
Bareilly-Pilebheet	36,706	3·21	52,409	2·88	89,205	3·01	8,632
Lucknow-Sitapur-Sinhámau ...	1,13,528	1·82	78,753	1·17	1,92,281	1·48	2,352
Eastern Bengal Railways (d) ...	31,10,175	3·10	55,18,209	4·65	86,28,384	3·94	8,02,015
Nalhátí	58,259	2·34	32,835	1·78	91,094	2·10	1,053
Tirhoot	7,70,056	2·52	7,73,059	2·60	15,43,115	2·56	1,79,840
Amritsar-Pathánkot	...	...	...	...	...	...	(k) 70,042
Burma	17,40,082	3·44	15,35,287	3·88	32,75,369	3·63	48,894
Jorhat	3,468	0·70	45,334	2·27	48,792	1·96	407
Chittra-Compantgani	1,410	0·58	8,088	0·84	9,498	0·79	207
Total ...	58,33,674	3·04	80,44,064	4·00	1,38,77,738	3·53	11,13,442
GUARANTEED COMPANIES.							
Madras	33,51,018	3·32	46,20,847	3·52	79,71,865	3·43	2,00,670
South Indian (e)	27,18,132	3·16	23,52,500	2·02	50,70,632	2·50	42,510
Great Indian Peninsula (f) ...	80,77,460	2·76	3,14,75,441	5·10	3,95,52,901	4·46	3,74,566
Bombay, Baroda and Central India (g)	39,41,765	3·38	79,53,648	7·80	1,18,95,373	5·41	2,69,488
Oudh and Rohilkhand ...	29,46,787	3·40	32,96,502	3·12	62,37,238	3·25	4,08,924
Total ...	2,10,29,152	3·08	4,96,98,908	4·73	7,07,28,060	4·08	12,96,153
ASSISTED COMPANIES.							
Darjeeling-Himalayan ...	1,69,495	4·49	3,01,803	4·43	4,71,298	4·45	5,853
Dooghur	22,178	...	2,354	...	24,532	1·87	...
Bengal and North-Western ...	7,77,283	2·44	8,81,444	2·34	16,61,727	2·38	2,82,275
Rohilkhand-Kumaun	1,56,519	4·20	72,411	2·04	2,28,030	3·14	(l) 90,244
Thatón-Duyinzáik	10,686	...	9,569	...	20,255	2·30	...
Dibru-Sadiya	51,996	1·36	3,19,200	5·01	3,71,196	3·64	33,732
Total ...	11,88,257	(m) 2·67	15,89,781	(m) 2·89	27,78,038	2·78	4,12,104
NATIVE STATES.							
The Nizam's (Guaranteed Company.)	5,65,858	2·88	9,36,326	4·07	15,02,184	3·52	46,707
Khámgaon	...	...	...	...	...	...	(h) 16,995
Amráoti	...	...	...	...	...	...	(h) 36,262
The Gaekwar's	88,177	2·77	66,912	1·87	1,55,089	2·29	1,269
The Gaekwar's Mehsana-Vadnagar	19,917	2·29	7,940	1·11	27,857	1·75	3
Bhopal-Itársi	...	...	...	...	...	...	(h) 20,671
Bhávnagar-Gondal	5,16,886	2·98	4,37,895	3·49	9,54,781	3·19	26,046
Morvi	87,154	1·71	41,117	1·01	1,28,271	1·40	1,196
Jodhpore	1,43,882	3·03	1,62,886	3·50	3,06,768	3·26	11,935
Rájpura-Patiála	...	...	...	...	...	...	(k) 15,425
Total ...	14,21,904	2·79	16,53,076	3·46	30,74,980	3·09	1,76,448
TOTAL OF ALL RAILWAYS ...	6,03,10,678	(m) 3·24	11,92,93,226	(m) 4·39	17,96,03,904	3·92	50,77,385

(a) Includes Sindia, Patna-Gya, Dildárnagar-Gházipur, Tárakeshwar Railways, and Indian Midland Railway, Cawnpore-Knipi Section.
(b) Includes Cawnpore-Achnera Railway.
(c) Includes Amritsar-Pathánkot and Rájpura-Patiála State Railways.
(d) Include Northern Bengal, Dacca, Kaukia-Dharila and Assam-Behar State Railways.
(e) Includes Pondicherry Railway.
(f) Includes the earnings and expenses of the Branch lines worked with the exception of the charges incurred direct by the State.
(g) Includes Patri Branch.
(h) Government share of receipts due to working by the Great Indian Peninsula Railway.
(i) Expenditure incurred direct by the State.

train-mile on the several Railways during the year ending 31st December 1887.

INCLUDING boat RECEIPTS.	GROSS RECEIPTS.		WORKING EXPENSES.		NET RECEIPTS.		RAILWAY.
Per train-mile.	Rs.	Per train-mile.	Rs.	Per train-mile.	Rs.	Per train-mile.	
Rs.		Rs.		Rs.		Rs.	STATE IMPERIAL.
0·09	4,75,38,860	5·31	1,51,55,772	1·69	3,23 83,088	3·62	EAST INDIAN (*a*).
0·05	1,65,28,203	3·18	84,02,732	1·62	81,25,471	1·56	RAJPUTANA-MALWA (*b*).
...	(*h*) 2,40,098	...	(*i*) 2,760	...	2,27,338	...	DHOND-MANMÁD.
0·03	13,69,701	3·64	8,09,453	2·15	5,60,248	1·49	BENGAL-NÁGPUR.
0·04	5,13,784	3·44	3,67,855	2·44	1,45,929	0·97	MYSORE.
0·15	30,32,417	2·42	20,01,591	1·60	10,30,826	0·82	SOUTHERN MAHRATTA.
0 01	48,452	1·46	71,280	2·15	—22,828	—0·69	CUDDAPAH-NELLORE.
0 07	2,09,33,346	3·40	1,52,25,803	2·47	57,07 543	0·93	NORTH-WESTERN (*c*).
0·98	(*j*) 2,92,972	3·33	(*j*) 2,36,602	2·69	(*j*) 56,370	0·64	WARDHA COAL.
0·02	6,48,494	2 27	6,56,422	2·30	—7,928	—0·03	BENGAL CENTRAL.
0·27	78,004	1·70	90,809	1·98	—12,805	—0·28	KATNI-UMARIA.
0·09	9,12,24,331	4·05	4,30,31,079	1·91	4,81,93,252	2·14	TOTAL.
							STATE PROVINCIAL.
0·29	97,837	3·30	69,921	2·36	27,916	0·94	BAREILLY-PILIBHIT.
0·02	1,94,633	1·50	1,43,039	1·10	51,594	0·40	LUCKNOW-SITAPUR-SHAHÁMAU.
0·37	94,80,399	4·31	49,25,617	2·25	45,54,782	2·06	EASTERN BENGAL RAILWAYS (*d*).
0·02	92,147	2·12	65,021	1·50	27,126	0·62	NALHÁTI.
0·30	17,32,955	2·86	10,27,230	1·71	6,95,725	1·15	TIRHOOT.
...	(*k*) 70,042	...	...	...	(*k*) 70,042	...	AMRITSAR-PATHÁNKOT.
0·06	33,24,263	3·69	17,65,960	1·96	15,58,303	1·73	BURMA.
0·02	49,199	1·98	62,971	2·53	—13,772	—0·55	JORHÁT.
0·02	9,705	0·81	32,108	2·68	—22,403	—1·87	CHERRA-COMPANYGANJ.
0·28	1,49,91,180	3·81	80,91,867	2·06	68,99,313	1·75	TOTAL.
							GUARANTEED COMPANIES.
0·09	81,72,535	3·52	52,92,507	2·28	28,80,028	1·24	MADRAS.
0·02	51,13,142	2·52	34,87,088	1·72	16,26,054	0·80	SOUTH INDIAN (*e*).
0·04	3,99,27,467	4 50	1,87,61,347	2·11	2,12,26,120	2 39	GREAT INDIAN PENINSULA (*f*).
0·13	1,21,54,856	5·57	50,96,040	2·33	70,68,816	3·24	BOMBAY, BARODA AND CENTRAL INDIA (*g*).
0·21	66,46,213	3·46	35,10,964	1·83	31,35,249	1·63	OUDH AND ROHILKHAND.
0 09	7,20,24,273	4·16	3,60 87,946	2·08	3,59,36,267	2·08	TOTAL.
							ASSISTED COMPANIES.
0·05	4,77,151	4·50	2,66,528	2·51	2,10,623	1·99	DARJEELING-HIMALAYAN.
...	24,532	1·87	12,424	0·95	12,108	0·92	DEOGHUR.
0·41	19,44,002	2·70	11 06 998	1·59	8,37 004	1·20	BENGAL AND NORTH-WESTERN.
1·24	3,19,274	4·38	2,02,474	2·78	1,16,800	1·60	ROHILKHAND-KUMAON.
...	20,255	2·30	23,465	2·66	—3,210	—0·36	THATÓN-DUYINZÁIK.
0·33	4,04,928	3 97	3,02,388	2 96	1,02 540	1·01	DIBRU-SADIYA.
0·41	31,90,142	3·19	19,14,277	1·91	12,75,865	1·28	TOTAL.
							NATIVE STATES.
0·11	15,48,891	3·63	9,95,986	2·34	5,52,905	1·29	THE NIZAM'S (GUARANTEED COMPANY.)
...	(*h*) 16,995	...	(*i*) 6	...	16,989	...	KHÁMGAON.
...	(*h*) 36,262	...	(*i*) 408	...	35,854	...	AMRÁOTI.
0·02	1,56,352	2·31	1,09,013	1·61	47,339	0·70	THE GAEKWAR'S.
...	27,390	1 75	22,326	1·40	5,564	0 35	THE GAEKWAR'S MEHSÁNA-VADNAGAR.
...	(*h*) 20,671	...	(*i*) 2,008	...	18,663	...	BHOPAL-ITÁRSI.
0·09	9,30,827	3·28	5,38,724	1·80	4,42,103	1·48	BHÁVNAGAR-GONDAL.
0·01	1,29,407	1·41	1,12,419	1·22	16,994	0·19	MORVI.
0·13	3,18,708	3·39	1,27,020	1·35	1,91,677	2·04	JODHPORE.
...	(*k*) 15,425	...	...	...	(*k*) 15,425	...	RÁJPÚRA-PATIÁLA.
0·17	32,51,423	3·26	19,07,910	1·91	13,43,518	1·35	TOTAL.
0 11	18,46,81,289	4·03	(*o*)9,10,33,079	1·99	9,36,48,210	2·04	TOTAL OF ALL RAILWAYS.

(*j*) Excludes figures of the Warora Colliery which are—

	Rs.
Earnings	4,75,069
Expenditure	3,99,469
Net Earnings ...	75,611

(*k*) Amount received from North-Western Railway as rent.
(*i*) Includes cart road service.
(*m*) Excludes Deoghur and Thatón-Duyinzáik Railways.

	Rs.
(*n*) The Steam-boat receipts amount to	10,46,997
(*o*) Ditto expenses ditto	9,33,338

Table showing Expenditure on Revenue Account on the several

RAILWAY.	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAFFIC.		
	Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.
STATE IMPERIAL.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
EAST INDIAN (a)	46,78,395	0·52	9·84	37,15,337	0·41	7·81	12,21,592	0·14	2 57	30,55,976	0·34	6·43
RAJPUTANA-MALWA (b) ...	18,44,669	0·35	11·16	32,51,917	0·63	19·67	6,89,090	0·13	4 17	13,77,544	0·27	8·34
DHOND-MANMÁD	...	...	...	...	...	...	...	...	...	...	...	...
BENGAL-NÁGPUR	1,76,400	0·47	12·88	2,75,414	0·73	20 11	77,518	0 21	5·66	1,29,687	0·34	9·47
MYSORE	1,49,062	0·93	29·00	95,727	0·63	18 63	14,573	0 10	2·84	48,937	0 32	9·52
SOUTHERN MARATTA	5,41,390	0·48	17·85	6,54,957	0·52	21·60	62,414	0·05	2·06	3,48,022	0·28	11·48
CUDDAPAH-NELLORE	35,677	1·10	73·63	16,416	0·49	33·94	4,300	0·12	8 87	7,102	0·21	14·66
NORTH-WESTERN (c)	44,54,637	0·72	21·28	5 2,96,988	0 86	25·30	14,42,666	0·24	6·89	22,72,928	0·37	10·86
WARDHA COAL	61,943	0·33	21·85	54,384	0·02	19·36	22,508	0·26	7·68	28,068	0·32	9 55
BENGAL CENTRAL	2,10,299	0·73	32·43	1,40,201	0·49	21·62	45,658	0·16	7·04	1,25,310	0·44	19·32
KATNI-UMARIA	22,353	0·49	28·66	17,035	0 37	21·84	5,463	0·12	7·00	13,723	0·30	17·59
TOTAL ...	1,21,76,765	0 54	13·35	1,35,18 106	0·60	14·82	35,85,807	0·16	3·93	74,07,307	0·33	8·12
STATE PROVINCIAL.												
BAREILLY-PILIBHEET ...	12,178	0·41	12·45	13,661	0·46	13·96	3,033	0·10	3·10	15,030	0·51	15·36
LUCKNOW-SITAPUR-SINHÁMAU ...	42,615	0·32	21·59	...	...	...	...	...	...	...	...	...
EASTERN BENGAL RAILWAYS (d) ...	14,60,391	0·67	15·48	11,27,216	0·51	11·95	3,66,555	0·17	3·89	9,68,655	0·44	10·27
NALHÁTI	21,578	0·50	23·42	9,977	0·23	10·83	3,507	0·08	3·81	10,427	0·24	11·32
TIRHOOT	1,73,106	0·29	10·05	2,23,926	0·37	13 00	51,789	0 09	3 01	2,44,061	0·40	14·15
AMRITSAR-PATHÁNKOT ...	...	...	...	...	...	...	...	...	...	...	...	...
BURMA	4,90,301	0·55	14·75	5,21,722	0·58	15·69	1,45,612	0·16	43·8	3,69,961	0·41	11·13
JODHÁT	12,933	0·53	26·29	17,732	0·71	36·04	3,150	0·13	6·40	17,347	0 70	35·26
CHERRA-COMPANYGANJ ...	4,110	0·34	42·35	8,223	0·69	84·73	1,415	0·12	14·58	10,491	0·87	108·00
TOTAL ...	22,16,612	0·56	14·86	19,22,467	0·49	12·88	5,75,061	0·15	3·85	16,35,962	0·42	10 97
GUARANTEED COMPANIES.												
MADRAS	14,41,329	0·62	17·67	18,35,484	0·79	22·46	7,26,522	0 31	8 89	7,70,612	0·33	9·43
SOUTH INDIAN (e)	14,28,685	0·70	27·94	9,63,047	0·48	18·93	2,83,834	0·14	5·55	4,26,188	0·21	8·34
GREAT INDIAN PENINSULA (a) ...	48,20,522	0·54	12·07	71,50,774	0·81	17 91	20,91,691	0·24	5 24	27,17,824	0·31	6·81
BOMBAY, BARODA AND CENTRAL INDIA. (f)	15,12,493	0·69	12 43	16,3 ,075	0·75	13·42	5,42,945	0·25	4·46	7,51,127	0·34	6·18
OUDH AND ROHILKHAND ...	9,78,564	0 51	14·65	10,91,393	0·57	16·42	2,76,15	0·14	4·16	6,07,022	0·32	9·13
TOTAL ...	1,01,79,593	0 59	14·13	1,26,77,773	0 73	17·60	39,21,149	0·23	5·44	52,72,773	0·30	7 32
ASSISTED COMPANIES.												
DARJEELING-HIMALAYAN ...	49,962	0·47	10·47	78,958	0·75	16·55	27,840	0·26	5 83	38,247	0·36	8·01
DEOGHUR	2,942	0 22	11 99	3,903	0·30	15·91	297	0 02	0 21	4,334	0·33	17·67
BENGAL AND NORTH WESTERN ...	2,08,541	0·30	10 73	2,80,952	0·40	14·45	50,544	0·07	2·60	1,85,138	0·27	9·52
ROHILKHAND-KUMAUN ...	36,297	0 50	11·37	32,693	0·45	10·24	7,175	0 10	2·25	(j) 77,834	1·07	24·38
THATÓN-DUYINZÁIK	5,494	0·62	27 12	4,791	0 54	23·65	2,880	0 33	14·22	10,300	1·17	50·85
DIBRU-SADIYA	35,302	0 83	21·07	61,080	0·60	15·08	19 268	0·19	4·76	34,463	0·34	8·51
TOTAL ...	3,88,541	0·39	12·18	4,62,377	0·46	14·49	1,08,004	0 11	3·39	3,50,316	0 35	10·98
NATIVE STATES.												
THE NIZAM'S (GUARANTEED COMPANY).	2,77,130	0·65	17·89	3,18,268	0·75	20·55	62,901	0·1	4·06	1,41,246	0·33	9·12
KHÁMGAON	...	...	...	...	...	...	...	...	...	...	...	...
AMRAOTI	...	...	...	...	...	...	...	...	...	...	...	...
THE GAEKWAR'S	36,965	0·55	23·64	36,005	0·58	23·03	7,234	0·11	4·63	17,790	026	11·38
THE GAEKWAR'S MEHSÁNA-VADNAGAR.	9,568	0·60	34·31	5,548	0·35	19·89	1,100	0·07	4·27	2,396	0·15	8·59
BHOPAL-ITÁRSI	...	...	...	...	...	...	...	...	...	...	...	...
BHÁVNAGAR-GONDAL	1,01,123	0·84	10·31	1,50,268	0·50	15·32	29,959	0·10	3·06	1,08,782	0 36	11·09
MORVI	36,133	0·39	27·92	38,162	0·42	29·49	4,846	0·05	3·74	17,749	0·19	13·72
JODHPORE	43,326	0·46	13·59	53,681	0·57	16·84	6,838	0·07	2·15	14,439	0·16	4·53
RÁJPURA-PATIÁLA	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	5,04,245	0 51	15·58	6,01,932	0·61	18·60	1,12,968	0·11	3·49	3,02,402	0·30	9·34
TOTAL OF ALL RAILWAYS ...	2,54,65,756	0·56	13·79	2,91,82,945	0·64	15·81	83,02,989	0·18	4·50	1,49,68,760	0·3	8·11

(a) Includes Branch lines worked.
(b) Includes Cawnpore-Achnera Railway.
(c) Includes Amritsar-Pathánkot and Rájpura-Patiála Railways.
(d) Include Northern Bengal, Dacca, Kumla-Dhorila and Assam-Behar State Railways.

Railways during the year ending 31st December 1887.

General.			Steam-boat.			Special and Miscellaneous.			Total.			Railway.
Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.	Amount.	Per train-mile.	Per cent. of gross receipts.	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		STATE IMPERIAL.
20,80,815	0·23	4·38	1,38,162	0·02	0·29	(g) 2,65,495	0·03	0·56	1,51,55,772	1·69	31·88	East Indian (a).
11,29,441	0·22	6·83	...	...	...	1,10,071	0·02	0·67	84,02,732	1·62	50·84	Rajputana-Malwa (b).
(h) 12,760	...	...	...	...	...	...	...	...	(h) 12,760	...	...	Dhond-Manmád.
1,87,190	0·37	10·01	...	...	...	13,214	0·03	0·96	8,09,453	2·15	59·09	Bengal-Nagpur.
58,508	0·39	11·39	...	...	...	1,098	0·01	0·21	3,67,855	2·44	71·60	Mysore.
3,74,891	0·30	12·36	...	...	...	19,917	0·02	0·66	20,01,591	1·60	66·01	Southern Mahratta.
7,314	0·22	15·10	...	...	...	441	0·01	0·91	71,280	2·15	147·11	Cuddapah-Nellore.
13,00,018	0·21	6·21	1,86,987	0·03	0·89	2,71,579	0·04	1·30	1,52,25,803	2·47	72·73	North-Western (e).
61,908	0·70	21·13	...	...	...	5,791	0·06	1·98	2,86,602	2·69	80·76	Wardha Coal.
1,13,919	0·40	17·43	...	...	...	21,940	0·08	3·38	6,56,422	2·30	101·22	Bengal Central.
31,000	0·67	39·74	...	...	...	1,235	0·03	1·58	90,809	1·98	116·41	Katni-Umaria.
53,06,864	0·24	5·82	3,25,149	0·01	0·35	7,10,781	0·03	0·78	4,30,31,079	1·91	47·17	Total.
												STATE PROVINCIAL.
20,043	0·68	20·49	...	...	...	5,976	0·20	6·11	69,921	2·36	71·47	Bareilly-Pilibhebt.
...	...	...	...	...	...	(i) 1,01,024	0·78	51·90	1,43,039	1·10	73·49	Lucknow-Sitapur-Sihramau.
4,72,737	0·22	5·01	8,67,312	0·17	3·90	1,62,691	0·07	1·73	49,25,617	2·25	52·23	Eastern Bengal Railways (d).
19,097	0·44	20·72	...	...	...	495	0·01	0·47	65,021	1·50	70·57	Nalhati.
1,73,004	0·29	10·04	1,07,640	0·18	6·25	53,704	0·09	3·12	10,27,280	1·71	59·62	Tirhoot.
...	...	...	...	...	...	...	...	...	...	...	...	Amritsar-Pathánkot.
2,09,481	0·23	6·30	...	...	...	28,883	0·03	0·87	17,65,960	1·96	53·12	Burma.
11,276	0·45	22·92	...	...	...	533	0·02	1·08	62,971	2·53	127·99	Jorhát.
4,642	0·39	47·83	3,237	0·27	33·35	...	...	...	32,108	2·68	330·84	Chebra-Companygani.
9,10,340	0·23	6·10	4,76,189	0·12	3·20	8,53,246	0·09	2·37	80,91,867	2·06	54·23	Total.
												GUARANTEED COMPANIES.
4,81,009	0·21	5·89	...	...	...	34,551	0·02	0·42	52,92,507	2·28	64·76	Madras.
3,62,119	0·18	7·08	...	...	...	18,215	0·01	0·36	34,87,088	1·72	68·20	South Indian (c).
12,45,877	0·14	3·12	...	...	...	6,75,059	0·07	1·69	1,87,01,347	2·11	46·84	Great Indian Peninsula (e).
5,54,991	0·25	4·56	...	...	...	1,02,469	0·05	0·84	50,96,040	2·33	41·89	Bombay, Baroda and Central India (f).
4,71,571	0·24	7·10	...	...	...	91,257	0·05	1·37	35,10,964	1·83	52·83	Oudh and Rohilkhand.
31,15,167	0·18	4·33	...	...	...	9,21,491	0·05	1·28	3,60,87,946	2·08	50·10	Total.
												ASSISTED COMPANIES.
59,677	0·56	12·50	...	...	...	11,844	0·11	2·50	2,66,528	2·51	55·86	Darjeeling-Himalayan.
948	0·07	3·36	...	...	...	...	...	...	12,424	0·95	50·64	Deoghur.
2,56,412	0·37	13·19	1,05,346	0·15	5·42	20,062	0·03	1·03	11,06,988	1·59	56·94	Bengal and North-Western.
42,011	0·57	13·16	...	...	...	6,464	0·09	2·02	2,02,474	2·78	63·42	Rohilkhand-Kumaun.
...	...	...	...	...	...	...	...	...	23,465	2·66	115·84	Thatón-Duyinzáik.
69,539	0·68	17·17	29,554	0·29	7·30	3,162	0·03	0·79	3,02,388	2·96	74·68	Dibru-Sadyia.
4,28,587	0·43	13·43	1,34,900	0·13	4·23	41,552	0·04	1·30	19,14,277	1·91	60·00	Total.
												NATIVE STATES.
1,59,264	0·37	10·29	...	...	...	37,177	0·09	2·40	9,95,986	2·34	64·31	The Nizam's (Guaranteed Company).
(k) 6	...	...	...	...	...	...	...	...	(k) 6	...	...	Khámgaon.
(k) 408	...	...	...	...	...	...	...	...	(k) 408	...	...	Amráoti.
11,616	0·16	7·05	...	...	...	3	...	...	1,09,013	1·61	69·78	The Gaekwar's.
2,027	0·13	7·27	...	...	...	1,597	0·10	5·72	22,326	1·40	80·05	The Gaekwar's Mehsána-Vadnagar.
(k) 2,008	...	...	...	...	...	...	...	...	(k) 2,008	...	...	Bhopal-Itárasi.
1,36,892	0·46	13·96	...	...	...	11,700	0·04	1·19	5,38,724	1·80	54·93	Bhávnagar-Gondal.
14,733	0·16	11·39	...	...	...	799	0·01	0·61	1,12,418	1·22	86·87	Morvi.
6,421	0·07	2·02	...	...	...	2,321	0·02	0·73	1,27,026	1·35	39·86	Jodhpore.
...	...	...	...	...	...	...	...	...	...	...	...	Rájpura-Patiála.
3,32,775	0·33	10·28	...	...	...	53,588	0·05	1·66	19,07,910	1·91	58·96	Total.
1,00,93,733	0·22	5·47	9,38,238	0·02	0·51	20,80,658	0·04	1·12	9,10,33,079	1·99	49·31	TOTAL OF ALL RAILWAYS.

(a) The figures shewn against South Indian Railway include the traffic over the Pondicherry Railway.
(f) Includes Patri Branch.
(g) Includes 5 per cent. loan of rolling-stock to the Cawnpore-Kalpi and Tárakeshwar Railways.
(h) Expenditure incurred direct by the State.
(i) Total working expenses, exclusive of maintenance.
(j) Includes Rs. 42,186 on account of cart road service.

Summary of the principal commodities carried, and the receipts therefrom, on the several Railways during the year 1887, as compared with the previous year (details given in Appendix).

Classification Number.	Description of Commodity.	Quantity.		Receipts.		Quantity.		Receipts.		Classification Number.
		Previous year.	1887.	Previous year.	1887.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
I	Coal	1,535,742	1,684,313	68,13,201	72,56,021	148,571	...	4,42,820	...	I
II	Cotton, raw	424,937	465,476	93,47,169	97,91,748	40,539	...	4,44,586	...	II
III	Cotton, Twist and Yarn ...	88,882	88,374	13,12,270	13,50,638	...	508	38,368	...	III
IV	Cotton piece-goods	213,550	217,887	56,46,398	55,45,206	4,337	...	...	1,01,192	IV
V	Drugs and Chemicals ...	17,329	18,873	3,44,755	3,66,318	1,544	...	21,563	...	V
VI	Dyes and Tans	100,440	107,687	13,80,896	13,93,883	7,247	...	12,987	...	VI
VII	Grains	4,086,447	3,971,903	3,07,04,764	2,60,97,467	...	114,544	...	46,07,297	VII
VIII	Hides and Skins	105,229	98,199	12,13,924	12,21,600	...	7,030	...	82,324	VIII
IX	Horns	17,844	18,056	3,53,495	3,60,761	212	...	...	21,734	IX
X	Jute	402,667	478,522	31,33,143	37,84,321	76,965	...	6,50,179	...	X
XI	Lac	19,629	22,972	2,60,886	2,94,314	3,352	...	43,428	...	XI
XII	Leather, manufactured ...	9,139	9,157	2,03,725	2,14,536	18	...	10,811	...	XII
XIII	Liquors	51,010	55,664	7,63,298	7,97,352	4,654	...	34,054	...	XIII
XIV	Metals	314,745	391,177	48,82,512	56,42,410	76,432	...	7,59,898	...	XIV
XV	Oils	98,386	102,741	13,53,275	12,64,235	4,355	...	11,960	...	XV
XVI	Oil-Seeds	1,335,968	1,224,881	1,13,83,777	1,00,90,818	...	111,087	...	12,91,959	XVI
XVII	Opium	18,182	17,607	4,93,501	4,97,954	...	575	4,453	...	XVII
XVIII	Paper and Paste-board ...	7,059	7,934	1,50,024	1,74,343	875	...	24,319	...	XVIII
XIX	Provisions	232,179	266,939	28,77,242	31,85,792	34,460	...	3,08,550	...	XIX
XX	Railway Plant and Rolling-Stock	1,519,583	2,433,495	63,03,028	54,31,614	9,13,912	...	...	8,70,414	XX
XXI	Salt	1,104,985	1,090,943	72,62,431	69,64,664	...	14,042	...	2,97,767	XXI
XXII	Saltpetre	60,472	69,189	5,60,977	6,21,431	8,716	...	71,354	...	XXII
XXIII	Silk, raw	2,262	2,503	44,630	54,781	241	...	10,251	...	XXIII
XXIV	Silk piece-goods	1,052	1,021	28,078	27,926	...	31	...	152	XXIV
XXV	Spices	35,004	34,056	4,24,861	4,48,092	...	948	...	23,769	XXV
XXVI	Sugar	638,689	697,799	48,97,315	51,28,069	58,941	...	2,30,754	...	XXVI
XXVII	Stone and Lime	495,413	402,014	11,73,534	9,74,891	...	93,399	...	1,98,643	XXVII
XXVIII	Tea	26,795	30,991	5,90,813	6,11,668	...	4,804	20,855	...	XXVIII
XXIX	Timber	393,779	427,894	15,99,657	16,09,748	34,115	...	70,091	...	XXIX
XXX	Tobacco	115,798	104,001	11,83,630	10,37,731	...	11,797	...	1,47,099	XXX
XXXI	Umbrellas	428	495	14,665	14,601	67	...	...	64	XXXI
XXXII	Wool	26,656	25,996	8,45,133	8,47,103	...	660	1,969	...	XXXII
XXXIII	All other articles of merchandise	1,941,357	1,992,654	1,19,35,736	1,11,11,797	51,297	...	76,061	...	XXXIII
	Total ...	15,450,759	16,561,104	11,96,49,893	11,42,83,830	1,110,345	...	...	43,66,063	Total.

SUMMARY.

THE total extent of railways open for traffic in India on the 31st March 1888 is 14,383 miles, of which 4,565 miles are in the hands of Guaranteed, Assisted and other Companies, 8,994 miles are State lines, either Imperial or Provincial, worked by State Agency, or leased to Companies, and 824 miles belong to Native States.

On the same date the extent of railway mileage sanctioned for construction was 2,487 miles, of which 181 miles are in the hands of Guaranteed, Assisted and other Companies, 1,857¼ miles are under construction by the State, and 448¾ miles by Native States.

The total capital outlay on the railways and connected steamer services amounted, on the 31st December 1887, to £182,879,266 (at the conventional exchange of 2 shillings to the rupee), of which £61,712,358 have been expended by Guaranteed Companies, £112,236,093 on the State Railways (Imperial and Provincial), inclusive of the cost of the East Indian Railway, which stands at (*a*) £35,790,924, £3,722,515 on Assisted Companies' lines and £5,208,300 on Native State lines.

The gross receipts during the calender year 1887 amounted to £18,468,129, compared with £18,704,536 in 1886; the working expenses have been £9,103,308 as compared with £8,930,983. The net revenue amounted to £9,364,821, of which the East Indian Railway, including the Branches worked by the Company, contributed £3,238,309, the Guaranteed lines £3,593,627, the Assisted Companies £127,586, the State lines (Imperial and Provincial), excluding the East Indian Railway and Branches, £2,270,948, and the lines in Native States £134,351.

The total net earnings on all lines in 1887 yielded a return of £5-2-5 per cent. per annum, as compared with £5-14-8 in 1886, or, excluding steam-boat services and suspense items, of £5-6-8, as compared with £5-18-1. Including steam-boat service and suspense, the East Indian Railway and Branches produced £8-6-4 per cent., the Guaranteed lines paid £5-16-6 per cent., the State lines (Imperial and Provincial), excluding the East Indian Railway and Branches, yielded £3-1-10 per cent., the Assisted Lines, excluding the Tarakeshwar, £3-11-11, and the Native State lines £2-11-7 per cent.

The total number of passengers carried was 95,411,779 as compared with 88,436,318 in 1886, and the receipts from coaching traffic have amounted to £6,031,068, as compared with £5,793,152.

The aggregate tonnage moved has amounted to 20,195,677 tons, as compared with 19,576,365 tons, and the receipts from goods traffic have amounted to £11,929,323, as compared with £12,385,914 in 1886.

Summary of principal commodities.

The summary on page 96 of the principal articles of merchandise carried on all Indian Railways shows an improvement of 1,110,345 tons, or, excluding Railway plant and rolling-stock, the total weight moved has increased by 196,433 tons. 21 out of the 33 items of public traffic tabulated show increases.

(*a*) Excludes the cost of the Benares Branch, £61,146.

APPENDIX.

Details of the principal commodities carried, and the receipts therefrom, on the several Railways during the year 1887, as compared with the previous year.

Statement showing the quantities of the principal commodities carried, and the receipts

IMPERIAL STATE

Classification Number.	DESCRIPTION OF COMMODITY.	East Indian.				Bengal-Nagpur.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal	1,038,182	1,150,902	55,39,158	59,09,750	7,008	7,507	14,009	8,625
II.	Cotton, raw	58,489	60,016	14,37,420	14,37,437	569	273	3,565	2,325
III.	Cotton, Twist and Yarn	9,468	9,049	2,39,991	2,23,320	2,121	2,484	16,532	19,846
IV.	Cotton piece-goods	74,434	70,713	22,83,203	21,76,927	1,671	1,420	14,908	12,155
V.	Drugs and Chemicals	4,639	4,650	1,32,771	1,26,823	344	358	3,094	3,148
VI.	Dyes and Tans	19,426	22,022	3,93,929	4,06,849	4,032	3,404	22,405	18,941
VII.	Grains	895,103	893,967	62,41,404	58,67,296	147,225	13,192	7,62,703	6,43,604
VIII.	Hides and Skins	35,084	28,781	5,59,622	4,75,886	906	1,084	5,190	6,473
IX.	Horns	580	698	9,112	11,092	127	56	822	429
X.	Jute	43,793	45,756	5,32,186	5,01,583	2,145	1,969	15,472	13,823
XI.	Lac	17,819	19,273	2,36,832	2,66,018	268	546	2,169	3,287
XII.	Leather, manufactured	8,091	8,079	1,11,832	1,16,621	69	31	226	102
XIII.	Liquors	7,443	7,093	1,93,310	1,73,019	558	528	1,416	1,736
XIV.	Metals	113,571	170,059	20,59,779	25,20,924	1,363	1,713	7,915	10,616
XV.	Oils	11,712	15,744	1,87,393	2,29,837	896	736	5,120	4,183
XVI.	Oil-Seeds	434,164	335,816	34,49,960	30,63,093	24,016	22,619	1,48,302	1,34,252
XVII.	Opium	13,480	13,591	3,27,525	3,61,355	13	6	454	250
XVIII.	Paper and Past-board	8,132	8,503	66,251	74,606	...	...	...	...
XIX.	Provisions	54,045	56,779	10,63,982	10,59,473	279	834	1,384	4,450
XX.	Railway Plant and Rolling-Stock	...	...	...	...	3,709	24,813	8,619	25,037
XXI.	Salt	260,767	233,945	14,36,738	13,23,461	16,576	16,621	81,453	83,645
XXII.	Saltpetre	42,057	41,796	4,10,989	4,45,637	2	3	9	26
XXIII.	Silk, raw	1,214	1,057	22,504	20,933	7	12	58	134
XXIV.	Silk piece-goods	424	276	15,500	11,133	1	8	6	53
XXV.	Spices	8,059	5,951	1,50,326	1,00,359	204	212	1,218	974
XXVI.	Sugar	150,779	159,094	10,22,293	9,16,543	747	842	5,134	5,462
XXVII.	Stone and Lime	68,112	76,113	3,13,764	3,29,691	45	40	347	231
XXVIII.	Tea	1,770	1,573	45,140	32,858	4	1	32	5
XXIX.	Timber	34,873	37,165	1,58,121	1,62,232	3,019	4,057	14,367	23,574
XXX.	Tobacco	26,234	19,644	3,47,649	2,15,802	280	226	1,384	937
XXXI.	Umbrellas	366	382	13,693	13,436	...	...	...	...
XXXII.	Wool	2,422	2,405	84,091	76,039	2	7	232	56
XXXIII.	All other articles of merchandise	159,172	154,029	13,67,339	14,22,611	(a) 17,158	(b) 107,589	(a) 42,150	(b) 1,05,512
	TOTAL ...	3,593,913	3,694,803	3,05,58,617	3,00,66,599	240,393	331,907	11,86,689	11,34,035

(a) Includes 9,006·00 tons and 5,765 Rs. on account
(b) Includes 97,751·38 tons and 56,110 Rs. on of

therefrom, on the several Railways during the year 1887, as compared with the previous year.

RAILWAYS.

Mysore.				* Southern Mahratta.				Cuddapah-Nellore.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	19	...	70	69	431	115	844	...	...	...	...	I.
6	3	19	1	11,408	30,521	1,04,088	2,77,035	...	...	...	6	II.
1,567	1,590	8,980	9,487	...	...	...	...	...	10	...	31	III.
...	...	...	...	4,701	7,261	49,896	69,119	...	69	...	244	IV.
91	88	473	134	112	275	1,573	2,940	...	...	...	...	V.
275	148	905	551	903	2,721	6,635	17,221	...	62	...	157	VI.
11,893	24,137	30,932	49,257	60,250	113,457	2,01,775	3,33,362	...	486	...	1,044	VII.
1,909	1,218	3,460	4,057	923	1,292	4,331	6,916	...	37	...	80	VIII.
...	...	...	...	...	...	...	...	...	...	...	...	IX.
...	...	...	...	...	...	...	...	...	...	...	...	X.
5	10	16	39	2	11	21	77	...	...	...	...	XI.
87	25	235	123	26	66	193	434	...	...	...	...	XII.
327	445	1,954	2,334	1,410	1,492	7,174	11,395	...	57	...	157	XIII.
1,260	1,451	5,431	6,528	3,574	6,582	23,534	42,662	...	64	...	164	XIV.
422	402	1,984	2,048	2,245	3,090	15,641	17,475	...	25	...	65	XV.
...	...	...	...	...	...	...	...	...	200	...	546	XVI.
...	...	...	...	...	...	...	...	...	...	...	...	XVII.
...	...	...	...	...	...	...	...	...	...	...	...	XVIII.
...	...	...	...	1,061	4,615	9,328	30,824	...	431	...	1,356	XIX.
1,305	3,430	5,224	14,785	...	...	...	...	...	...	...	...	XX.
2,510	2,700	3,482	7,662	4,841	9,302	16,551	33,340	...	1,518	...	3,687	XXI.
...	...	...	...	17	25	58	102	...	...	...	...	XXII.
18	21	89	83	174	284	2,297	3,628	...	...	...	...	XXIII.
...	...	...	...	...	...	...	...	...	...	...	...	XXIV.
145	140	476	444	388	847	3,503	6,409	...	6	...	22	XXV.
1,544	949	5,176	3,158	5,018	9,650	23,805	40,513	...	73	...	225	XXVI.
1,408	1,204	1,865	1,492	3,179	4,875	5,616	12,881	...	50	...	43	XXVII.
...	...	...	...	...	...	...	...	...	...	...	4	XXVIII.
791	4,196	10,535	14,838	...	...	...	...	...	373	...	540	XXIX.
476	446	1,292	947	224	1,436	1,850	9,545	...	126	...	315	XXX.
...	...	...	...	...	...	...	...	...	...	...	...	XXXI.
101	77	465	432	115	334	1,190	2,979	...	...	...	...	XXXII.
31,435	44,824	81,069	90,328	201,749	3,22,462	5,84,409	7,55,791	...	494	...	1,333	XXXIII.
58,694	91,971	1,69,962	2,06,321	302,299	521,535	10,63,605	16,75,662	...	4,131	...	10,021	TOTAL.

of Capital Ballast.
account of Capital Ballast.

* Includes Ballary-Kistna State Railway.

Statement showing the quantities of the principal commodities carried, and the receipts

IMPERIAL STATE

Classification Number.	DESCRIPTION OF COMMODITY.	North-Western.				Wardha Coal.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal	15,388	9,517	1,01,998	78,962	96,290	92,726	96,832	96,222
II.	Cotton, raw	18,846	22,313	2,50,906	4,20,747	2,231	1,481	7,093	4,867
III.	Cotton, Twist and Yarn	2,992	3,595	67,068	85,736	689	755	2,711	3,118
IV.	Cotton piece-goods	27,752	26,461	7,18,688	7,21,185	253	359	1,286	1,654
V.	Drugs and Chemicals	5,421	6,211	93,571	1,18,382	122	111	574	469
VI.	Dyes and Tans	9,579	8,897	1,96,317	1,91,022	145	137	427	394
VII.	Grains	522,537	414,859	44,89,292	24,29,633	4,133	3,607	7,428	10,327
VIII.	Hides and Skins	19,256	9,882	7,45,906	1,41,409	165	225	619	750
IX.	Horns	244	426	2,863	6,124	18	11	74	47
X.	Jute	16,685	13,884	1,29,092	1,11,391	265	390	797	1,181
XI.	Lac	358	198	6,574	2,866	1	5	2	22
XII.	Leather, manufactured	2,208	2,626	49,946	58,796	4	2	14	7
XIII.	Liquors	12,224	12,533	1,69,088	1,85,383	27	24	109	126
XIV.	Metals	33,161	34,824	6,35,350	8,15,845	2,129	631	3,247	1,444
XV.	Oils	10,761	7,953	1,77,876	1,59,706	253	290	679	744
XVI.	Oil-Seeds	73,641	92,644	7,72,476	10,48,141	9,276	16,378	12,843	17,136
XVII.	Opium	8	6	298	256	1	1	7	9
XVIII.	Paper and Paste-board	...	...	...	...	...	...	...	...
XIX.	Provisions	35,102	39,361	5,57,106	7,25,730	60	242	229	885
XX.	Railway Plant and Rolling-Stock	986,332	1,552,793	38,71,883	17,94,325	1,496	698	1,726	689
XXI.	Salt	93,885	86,605	5,77,776	4,96,023	4,700	4,540	11,300	10,328
XXII.	Saltpetre	2,778	4,750	27,438	43,131	1	1	4	2
XXIII.	Silk, raw	188	286	5,886	7,547	...	...	1	2
XXIV.	Silk piece-goods	39	38	1,051	1,216	...	...	...	...
XXV.	Spices	6,103	7,059	86,058	1,02,930	64	74	247	307
XXVI.	Sugar	100,810	96,022	9,42,779	9,56,961	180	242	598	911
XXVII.	Stone and Lime	49,226	61,668	2,47,153	1,84,305	1	5	6	19
XXVIII.	Tea	2,530	2,267	73,152	86,383	...	...	1	...
XXIX.	Timber	91,991	88,468	2,74,945	2,87,376	1,009	755	3,001	2,383
XXX.	Tobacco	4,818	6,127	52,417	72,393	52	89	226	172
XXXI.	Umbrellas	...	...	...	...	...	...	...	...
XXXII.	Wool	13,486	12,616	3,86,693	4,37,228	8	13	35	47
XXXIII.	All other articles of merchandise	79,561	58,062	12,19,102	8,27,395	(a) 3,407	(a) 7,495	(a) 8,798	(a) 12,262
	TOTAL	2,227,554	2,672,487	1,63,32,961	1,25,15,533	127,029	133,229	1,62,907	1,67,029

(a) Includes ballast and Revenue stores.

therefrom, on the several Railways during the year 1887, as compared with the previous year—contd.

RAILWAYS.—*contd.*

Bengal Central.				Katni-Umaria.				Total.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
9,312	15,787	11,006	14,561	2,328	17,430	4,147	31,044	1,168,577	1,294,313	58,19,265	61,39,479	I.
53	31	119	84	1	1	4	4	91,603	114,639	18,03,214	21,42,523	II.
...	...	...	...	...	...	...	2	16,777	17,474	3,35,272	3,41,534	III.
1,591	2,169	4,009	5,456	1	8	2	33	110,403	108,460	30,71,989	29,86,773	IV.
...	...	...	...	...	1	1	4	10,776	11,644	2,32,057	2,51,451	V.
...	...	...	...	15	103	25	143	34,274	37,500	6,22,723	6,35,283	VI.
4,651	9,750	7,529	16,033	68	1,087	114	1,723	1,645,916	1,598,262	1,17,40,177	93,52,299	VII.
462	404	1,031	993	1	18	4	37	48,860	42,946	7,19,258	6,36,601	VIII.
...	...	...	...	...	...	...	2	978	1,193	12,371	17,694	IX.
3,770	18,279	11,729	66,705	2	40	7	84	66,660	80,318	7,39,283	6,94,767	X.
...	...	...	...	...	325	1	363	18,453	20,368	2,45,615	2,72,677	XI.
...	...	...	...	...	...	1	...	5,515	5,829	1,62,447	1,76,090	XII.
...	...	...	...	...	5	...	15	21,989	22,120	3,78,051	3,79,717	XIII.
714	1,039	1,589	2,939	33	351	75	933	155,805	216,214	27,36,920	34,02,025	XIV.
1,835	1,817	1,784	3,069	1	22	5	54	27,325	30,079	3,90,487	4,17,185	XV.
4,375	4,770	5,612	6,242	47	588	75	912	544,518	520,012	43,89,162	42,65,324	XVI.
...	...	...	...	...	...	...	...	13,502	13,606	3,28,284	3,62,371	XVII.
...	...	...	...	...	...	...	...	3,132	3,508	66,351	74,606	XVIII.
1,213	2,029	3,022	5,213	6	24	13	58	91,766	104,365	16,35,064	18,27,991	XIX.
6,721	4,381	2,904	2,616	8,178	47,250	3,541	17,048	1,013,241	1,633,365	38,93,897	13,53,950	XX.
1,923	2,494	2,630	3,312	17	214	28	350	385,249	358,439	21,34,953	19,62,308	XXI.
...	...	...	...	...	...	...	...	44,855	46,584	4,38,398	4,86,898	XXII.
...	...	...	...	...	...	...	...	1,601	1,660	30,755	32,327	XXIII.
...	...	...	...	...	...	...	...	464	322	16,557	12,407	XXIV.
...	...	...	...	...	1	2	3	14,968	14,290	2,41,827	2,11,948	XXV.
7,228	5,788	17,811	15,069	6	71	11	127	265,812	272,677	20,17,607	19,38,914	XXVI.
...	...	...	...	84	148	210	280	122,055	144,103	5,68,961	5,19,692	XXVII.
...	...	1	...	...	...	...	1	4,294	3,841	1,18,326	91,253	XXVIII.
330	440	734	1,165	27	309	76	465	134,040	130,783	4,61,716	4,42,623	XXIX.
609	577	945	994	2	9	8	36	32,196	28,630	4,05,771	3,01,181	XXX.
...	...	...	...	...	...	...	...	366	382	13,693	13,436	XXXI.
...	...	...	...	...	3	..	9	16,160	15,452	4,74,816	5,16,794	XXXII.
7,933	11,102	19,500	29,541	31	418	90	1,046	500,490	700,973	33,22,457	32,45,819	XXXIII.
51,920	80,857	91,955	1,73,952	10,848	68,426	8,437	54,786	6,612,630	7,599,351	4,95,68,224	4,90,05,938	Total.

Statement showing the quantities of the principal commodities carried, and the receipts

PROVINCIAL STATE

Classification Number.	DESCRIPTION OF COMMODITY.	BAREILLY-PILIBHEET.				LUCKNOW-SITAPUR-SIHBÁMAU.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1887.	Previous year.	1887.	Previous* year.	1887.	Previous* year.	1887.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal	...	...	...	...	4	...	4	...
II.	Cotton, raw	41	22	144	70	...	45	...	190
III.	Cotton, Twist and Yarn	62	5	166	13	29	368	128	806
IV.	Cotton piece-goods	...	305	...	963	20	611	84	1,779
V.	Drugs and Chemicals	87	93	262	264	1	50	9	286
VI.	Dyes and Tans	78	87	174	84	3	360	13	1,250
VII.	Grains	12,668	7,771	21,031	12,175	3,139	18,417	4,563	27,737
VIII.	Hides and Skins	140	160	275	320	18	251	35	580
IX.	Horns	51	54	140	126	...	5	...	12
X.	Jute	281	381	855	1,052	65	427	144	987
XI.	Lac	10	13	19	28	...	21	...	43
XII.	Leather, manufactured	13	13	35	38	...	6	...	27
XIII.	Liquors	1	2	9	5	4	56	19	180
XIV.	Metals	72	928	223	2,398	381	901	1,106	2,748
XV.	Oils	50	33	134	89	2	63	7	276
XVI.	Oil-Seeds	1,703	1,358	2,680	2,337	92	2,734	143	4,419
XVII.	Opium	...	1	1	3	...	20	...	152
XVIII.	Paper and Paste-board	...	...	...	...	11	14	20	62
XIX.	Provisions	31	683	95	1,297	14	329	52	1,433
XX.	Railway Plant and Rolling Stock	...	...	...	...	81	4,577	91	7,268
XXI.	Salt	2,123	2,076	3,600	3,427	152	3,012	251	6,012
XXII.	Saltpetre	2	64	5	110	1	14	1	18
XXIII.	Silk, raw	...	...	...	...	...	...	...	...
XXIV.	Silk piece-goods	...	...	...	...	...	...	...	...
XXV.	Spices	410	323	1,211	887	...	35	...	130
XXVI.	Sugar	2,171	3,034	4,464	6,019	32	3,294	55	5,517
XXVII.	Stone and Lime	109	67	229	106	30	212	65	385
XXVIII.	Tea	15	7	33	20	...	...	...	...
XXIX.	Timber	3,075	4,899	4,770	6,411	525	1,991	726	1,024
XXX.	Tobacco	38	47	109	129	1	29	3	85
XXXI.	Umbrellas	...	...	...	...	...	...	...	...
XXXII.	Wool	13	126	41	169	1	3	2	14
XXXIII.	All other articles of merchandise	17,461	10,847	18,100	13,783	3,485	27,212	2,727	14,922
	TOTAL	40,705	33,348	58,805	52,325	8,091	64,357	10,243	78,357

* From week ending 20th

therefrom, on the several Railways during the year 1887, as compared with the previous year—contd.

RAILWAYS.

Eastern Bengal Railways.				Nalhátí.				Tirhoot.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
75,307	74,556	1,17,973	90,746	6,205	7,616	10,427	12,878	16,271	22,318	32,335	34,634	I.
2,133	1,536	16,493	10,539	151	169	578	633	499	570	3,497	4,043	II
32,617	30,877	2,58,431	3,19,352	14	2	53	8	446	478	1,961	2,162	III.
				618	603	2,497	2,369	8,714	8,437	55,325	53,473	IV.
6	...	37	...	5	5		50	94	164	740	1,478	V.
...	...	...	...	40	29	103	96	2,782	3,201	18,283	21,683	VI.
195,405	144,641	5,23,974	4,49,936	3,449	7,569	3,839	5,229	65,686	104,822	1,53,639	2,53,560	VII.
8,064	7,258	48,992	52,408	72	48	208	164	2,766	2,760	12,704	10,090	VIII.
...	...	...	...	...	...	...	...	34	38	104	121	IX.
237,885	246,877	19,08,927	25,82,059	203	292	596	658	2,633	3,169	9,208	11,530	X.
...	...	...	...	7	6		23	510	573	1,413	1,476	XI.
32	...	237	...	26	32	166	194	86	104	542	624	XII.
33	...	302	...	30	16		116	245	228	1,600	1,541	XIII.
16,210	16,413	1,08,527	1,23,097	283	237	700	762	3,018	2,617	15,696	18,173	XIV.
6,653	7,613	37,178	49,349	24	52	116	170	931	1,277	3,285	4,707	XV.
24,830	21,509	71,333	57,333	791	478	1,172	763	47,218	45,464	99,240	94,921	XVI.
...	...	...	...	...	...	...	...	...	119	...	599	XVII.
...	...	...	...	19	18	89	112	156	175	1,047	962	XVIII.
6,627	8,149	32,241	51,806	246	416	652	1,066	2,883	1,964	12,384	8,115	XIX.
187,230	272,281	204,472	2,32,117	368	630	245	164	10,885	16,357	27,660	40,309	XX.
63,214	45,364	2,10,905	2,03,901	308	329	326	341	29,147	29,004	57,804	49,695	XXI.
...	...	...	...	1	...	1	...	7,471	7,011	19,719	18,694	XXII.
4	...	29	...	326	377	1,513	1,517	...	...	...	...	XXIII.
...	...	...	...	200	156	1,074	885	...	...	...	...	XXIV.
48	...	326	...	146	68	371	213	2,406	2,118	10,356	9,628	XXV.
15,330	13,582	34,910	42,712	244	277	526	591	1,549	2,091	4,244	6,041	XXVI.
...	...	...	...	172	128	229	333	2,686	3,409	4,636	5,469	XXVII.
21,140	15,566	3,03,741	3,51,478	1	...	...	...	38	15	224	98	XXVIII.
19,365	24,014	29,735	43,566	23	46	53	100	3,726	7,063	7,368	17,074	XXIX.
25,077	19,386	1,77,179	1,94,476	58	61	123	134	10,295	9,928	34,354	38,234	XXX.
...	...	...	...	2	2	5	9	25	16	178	95	XXXI.
...	...	...	...	...	...	...	...	87	119	760	955	XXXII.
87,253	69,941	4,88,288	6,27,264	908	954	2,953	3,206	17,347	18,384	53,797	59,510	XXXIII.
1,074,672	1,120,563	45,79,235	54,82,689	14,946	20,616	28,891	32,780	241,689	293,988	6,44,603	7,64,690	TOTAL.

November to 31st December 1886.

Statement showing the quantities of the principal commodities carried, and the receipts

Classification Number.	DESCRIPTION OF COMMODITY.	PROVINCIAL STATE					
		BURMA.				Jor	
		Quantity.		Receipts.		Quantity.	
		Previous year.	1887.	Previous year.	1887.	Previous year.	1887.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I.	Coal	6,580	16,127	22,505	54,919	355	1,009
II.	Cotton, raw	22	19	220	222	...	...
III.	Cotton, Twist and Yarn	1,176	1,528	8,043	12,431	...	...
IV.	Cotton piece-goods	1,530	2,704	12,163	26,076	...	...
V.	Drugs and Chemicals	336	388	2,932	3,261	...	...
VI.	Dyes and Tans	10,216	11,284	45,596	49,072	...	...
VII.	Grains	179,531	195,557	6,22,485	7,64,841	283	782
VIII.	Hides and Skins	1,036	495	5,921	4,724	...	...
IX.	Horns	80	37	362	361	...	...
X.	Jute	2,958	3,753	19,048	14,052	...	...
XI.	Lac	164	92	1,603	1,016	...	...
XII.	Leather, manufactured	59	48	568	523	...	...
XIII.	Liquors	1,030	1,326	13,597	18,294	...	...
XIV.	Metals	1,087	1,841	9,453	16,254	198	314
XV.	Oils	3,154	4,095	28,639	37,993	...	...
XVI.	Oil-Seeds	1,946	3,377	8,876	14,895	...	...
XVII.	Opium	7	10	90	111	...	...
XVIII.	Paper and Paste-board	...	...	...	...	...	...
XIX.	Provisions	14,230	20,321	1,09,532	1,30,295	1,120	2,007
XX.	Railway Plant and Rolling Stock	67,263	73,940	50,111	1,20,110	727	733
XXI.	Salt	4,652	4,825	19,844	20,471	...	...
XXII.	Saltpetre	...	1	...	3	...	...
XXIII.	Silk, raw	40	106	446	1,152	...	...
XXIV.	Silk piece-goods	17	28	208	365	...	...
XXV.	Spices	21	44	255	570	...	...
XXVI.	Sugar	2,566	2,721	16,534	19,438	...	...
XXVII.	Stone and Lime	3,126	5,454	7,101	9,327	243	211
XXVIII.	Tea	235	201	2,984	1,954	2,089	2,084
XXIX.	Timber	25,229	32,001	67,417	65,548	...	...
XXX.	Tobacco	1,567	1,657	14,110	15,437	...	...
XXXI.	Umbrellas	...	49	...	422	...	...
XXXII.	Wool	80	91	325	946	...	...
XXXIII.	All other articles of merchandise	10,222	11,963	79,388	68,760	1,529	2,051
	TOTAL ...	310,660	396,283	11,71,264	14,97,759	6,544	9,185

therefrom, on the several Railways during the year 1887, as compared with the previous year—contd.

RAILWAYS—contd.

HÁT.		CHERRA-COMPANYGANJ.				TOTAL.				Classification Number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
595	2,021	19	159	9	126	104,741	121,779	1,83,848	1,95,218	I.
...	...	...	...	...	...	2,946	2,361	20,940	15,747	II.
...	...	...	...	...	...	34,344	33,258	2,69,677	3,34,772	III.
...	...	...	...	...	...	10,882	12,660	70,569	78,866	IV.
...	...	...	...	...	...	529	700	4,024	5,339	V.
...	...	...	...	...	...	13,119	14,911	64,169	72,185	VI.
1,471	3,464	...	...	...	...	460,361	479,559	13,36,002	15,16,942	VII.
...	...	...	...	...	...	13,096	10,972	68,135	68,236	VIII.
...	...	...	...	...	...	115	129	600	620	IX.
...	...	...	...	...	...	294,081	354,899	19,88,778	26,10,388	X.
...	...	...	...	...	...	691	705	3,057	2,586	XI.
...	...	...	...	...	...	216	208	1,548	1,466	XII.
...	...	...	...	...	...	1,943	1,623	15,731	20,136	XIII.
1,496	2,130	...	...	...	...	21,199	23,151	1,37,201	1,60,562	XIV.
...	...	...	...	...	...	10,614	13,183	69,359	93,589	XV.
...	...	...	...	...	...	76,580	74,920	1,33,449	1,74,968	XVI.
...	...	...	...	...	...	7	159	21	865	XVII.
...	...	...	...	...	...	186	207	1,156	1,136	XVIII.
5,281	7,496	...	...	...	...	25,756	34,068	1,60,237	2,21,618	XIX.
1,455	1,558	16	179	13	181	236,570	363,697	2,84,045	4,11,706	XX.
...	...	...	...	...	...	99,596	85,110	2,92,730	2,83,847	XXI.
...	...	...	...	...	...	7,475	7,090	19,726	18,825	XXII.
...	...	...	...	...	...	420	483	1,988	2,669	XXIII.
...	...	...	...	...	...	217	184	1,282	1,250	XXIV.
...	...	...	...	...	...	3,031	2,588	12,519	11,423	XXV
...	...	...	...	...	...	21,892	24,999	60,727	80,318	XXVI.
1,004	904	3,600	5,254	2,447	7,702	9,966	15,735	15,711	24,231	XXVII.
14,874	16,159	...	...	...	...	23,527	17,873	3,21,353	3,69,709	XXVIII.
...	...	...	...	...	...	51,943	69,414	1,10,069	1,33,723	XXIX.
...	...	...	...	...	...	87,036	81,606	2,25,978	2,48,495	XXX.
...	...	...	...	...	...	27	67	133	526	XXXI.
...	...	...	...	...	...	131	339	1,128	2,064	XXXII.
9,433	11,601	43		57	79	138,248	141,413	6,54,743	7,99,134	XXXIII.
35,607	45,333	3,678	6,653	2,526	8,089	1,700,935	1,944,998	65,31,164	79,62,024	TOTAL.

Statement showing the quantities of the principal commodities carried, and the receipts there-

GUARANTEED.

Classification Number.	DESCRIPTION OF COMMODITY.	MADRAS.				SOUTH INDIAN.				GREAT INDIAN PENINSULA.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal	3,637	7,113	18,128	41,174	...	...	...	...	60,112	64,638	2,14,383	2,30,756
II.	Cotton, raw	19,934	25,392	2,63,340	3,10,631	13,192	13,139	65,294	66,309	142,476	162,457	42,69,002	45,44,790
III.	Cotton, Twist and Yarn ...	7,089	7,161	84,627	80,985	4,329	4,391	60,144	58,231	10,692	10,818	3,15,575	2,97,679
IV.	Cotton piece-goods ...	7,563	7,582	1,14,795	1,15,043	8,900	8,846	1,20,810	1,20,318	30,528	29,957	11,00,017	10,64,400
V.	Drugs and Chemicals ...	1,246	1,570	20,348	23,451	...	...	...	...	449	485	21,049	18,760
VI.	Dyes and Tans	20,380	20,413	2,06,156	1,81,634	6,415	5,889	31,908	30,340	9,223	9,208	1,59,483	1,46,603
VII.	Grains	180,706	175,024	7,42,809	7,00,158	127,603	154,536	3,36,876	4,97,658	783,720	783,430	1,00,75,342	93,87,857
VIII.	Hides and Skins	21,152	21,979	2,88,628	3,00,944	6,027	5,822	53,181	56,926	15,166	15,278	3,56,714	3,35,050
IX.	Horns	150	192	2,390	2,159	...	...	...	...				
X.	Jute	5,936	6,941	47,530	51,372	...	...	...	...	20,370	23,888	3,36,020	3,50,468
XI.	Lac	100	140	839	1,218	...	...	...	...	...	349	...	15,276
XII.	Leather, manufactured ...	419	140	4,192	1,787	...	...	...	...	838	1,036	8,982	10,941
XIII.	Liquors	7,531	8,634	91,121	1,06,693	2,633	3,507	14,162	16,966	6,686	7,617	1,36,267	1,35,637
XIV.	Metals	13,161	16,350	1,34,665	1,75,223	9,024	10,298	64,925	67,726	35,839	38,890	6,15,502	6,24,707
XV.	Oils	9,523	10,293	57,441	61,026	11,691	11,130	55,531	48,736	25,118	24,166	4,56,795	4,67,202
XVI.	Oil-Seeds	45,187	53,827	1,52,117	2,03,310	87,189	69,463	1,95,527	1,38,260	278,706	234,216	37,69,714	32,47,264
XVII.	Opium	2	5	18	34	...	...	...	...	734	276	46,827	19,204
XVIII.	Paper and Paste-board ...	213	236	2,651	3,236	...	...	...	...	2,976	2,355	69,709	81,689
XIX.	Provisions	64,480	71,344	4,38,693	4,80,041	16,344	20,136	1,04,740	1,05,763	6,979	6,972	1,53,618	1,68,123
XX.	Railway Plant and Rolling-Stock	18,100	21,048	1,83,213	2,32,800	...	...	...	...	101,260	129,815	14,92,245	26,20,619
XXI.	Salt	67,321	64,200	4,40,134	4,11,240	62,398	53,981	1,67,890	1,49,115	118,205	125,293	14,94,060	15,31,362
XXII.	Saltpetre	312	362	3,312	3,463	...	...	...	...	...	...	...	...
XXIII.	Silk, raw	17	25	311	422	...	...	...	...	72	23	754	1,583
XXIV.	Silk piece-goods	108	150	1,772	2,571	...	...	...	...	241	336	7,938	11,215
XXV.	Spices	2,653	2,918	19,916	23,207	814	810	5,651	5,765	4,464	4,526	85,395	79,707
XXVI.	Sugar	34,400	26,445	1,88,647	1,23,715	41,659	45,547	1,47,969	1,35,081	41,591	46,293	5,93,993	6,93,796
XXVII.	Stone and Lime	10,522	13,775	26,945	29,693	202,647	139,396	3,16,028	1,55,293	9,185	13,849	40,181	52,955
XXVIII.	Tea	289	400	7,061	8,159	10	14	105	125	90	140	3,388	4,877
XXIX.	Timber	33,224	35,106	1,64,431	1,67,935	22,677	21,712	49,345	47,195	17,969	18,419	1,65,090	1,72,316
XXX.	Tobacco	9,780	9,459	57,162	57,145	3,970	3,827	24,922	27,640	5,955	4,498	68,617	67,362
XXXI.	Umbrellas	35	26	789	449	...	...	...	...	...	...	...	...
XXXII.	Woo	623	436	8,136	5,523	...	...	...	...	842	947	20,702	19,141
XXXIII.	All other articles of merchandise	73,993	104,906	4,88,326	4,89,094	69,617	85,045	3,23,129	3,99,787	261,179	299,759	32,05,020	33,51,580
	Total ...	669,296	711,601	42,58,649	44,18,426	759,127	657,499	21,46,737	21,21,744	1,939,810	2,042,908	2,93,71,775	2,96,12,804

from, on the several Railways during the year 1887, as compared with the previous year—contd.

RAILWAYS.

Bombay, Baroda and Central India.(a)				Oudh and Rohilkhand.				Total.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887. or	Previous year.	1887.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
38,888	35,384	1,90,937	2,20,089	66,918	47,964	1,67,015	1,65,868	169,555	155,099	6,10,465	6,57,881	I.
125,424	117,846	26,43,077	24,66,855	9,910	10,697	94,475	93,830	310,936	327,441	73,72,799	74,21,975	II.
7,579	8,656	1,55,182	1,76,175	2,657	2,887	27,599	25,238	32,337	33,913	6,43,127	6,88,208	III.
29,572	23,796	10,17,177	9,86,297	10,022	10,537	92,309	91,021	96,590	86,718	24,44,606	23,77,079	IV.
1,698	1,825	46,157	43,510	1,688	1,416	11,805	11,024	5,081	5,296	99,359	96,755	V.
9,657	12,433	2,45,113	2,67,404	3,256	3,833	28,483	28,201	49,636	50,781	6,63,238	6,54,182	VI.
429,038	358,232	48,25,450	29,52,514	3,09,101	2,95,755	9,36,519	9,71,246	1,530,168	1,721,977	1,69,16,996	1,45,09,433	VII.
7,965	6,833	1,27,277	1,06,260	6,430	5,721	29,927	31,300	41,577	40,355	5,14,918	4,95,430	VIII.
...	...	...	...	396	436	2,241	2,189	15,712	15,906	3,61,315	3,39,392	IX.
...	...	...	...	10,285	10,062	43,242	43,555	36,591	37,791	4,26,792	4,45,208	X.
...	...	...	...	171	194	652	800	271	1,183	1,491	17,394	XI.
993	1,939	16,030	17,535	473	672	3,965	4,713	2,726	2,837	33,219	34,907	XII.
4,750	4,840	73,855	72,455	2,842	3,661	19,523	27,481	24,442	28,250	3,34,928	3,61,122	XIII.
44,762	45,466	9,47,562	8,86,902	24,906	27,317	1,62,293	1,59,026	127,686	128,321	19,14,418	19,73,054	XIV.
8,724	7,596	1,51,024	1,29,134	2,167	3,066	15,236	20,844	57,223	56,251	7,65,987	7,27,012	XV.
179,489	143,790	21,92,597	15,91,781	53,695	47,883	1,56,206	1,39,196	644,264	554,179	64,90,168	53,19,873	XVI.
2,532	2,458	87,613	92,229	1,002	703	23,809	17,758	4,270	3,442	1,58,267	1,29,225	XVII.
...	...	...	...	1,452	1,249	9,152	8,529	3,741	3,340	82,517	99,556	XVIII.
10,717	10,351	2,58,300	2,35,180	6,815	6,922	51,361	50,587	106,432	115,725	10,06, 712	10,39,694	XIX.
...	...	...	...	37,248	20,731	1,51,724	53,651	156,608	201,594	18,27,182	23,06,476	XX.
270,794	280,935	24,09,027	22,16,943	65,028	64,118	1,84,510	1,85,629	583,746	589,277	46,95,591	44,94,794	XXI.
6,023	11,746	83,565	1,02,577	890	1,777	2,622	6,305	7,225	13,886	89,490	1,12,345	XXII.
207	302	10,685	17,627	1	7	10	42	257	355	11,760	19,674	XXIII.
...	...	...	...	1	14	21	100	350	590	9,731	13,886	XXIV.
5,094	4,797	91,442	88,409	1,688	1,582	10,691	9,398	14,713	14,633	2,12,995	2,06,486	XXV.
112,763	128,157	13,24,434	15,09,190	103,407	132,795	4,58,372	5,27,024	883,820	379,213	27,13,320	29,83,815	XXVI.
33,091	35,908	1,21,123	1,21,937	11,155	14,127	28,630	26,053	326,600	217,055	5,32,957	3,35,931	XXVII.
631	642	28,265	27,612	388	447	4,752	6,521	1,408	1,643	43,571	47,294	XXVIII.
73,854	89,135	4,60,277	4,75,298	25,021	24,736	74,879	71,018	177,745	189,158	9,14,022	9,54,362	XXIX.
21,842	19,170	3,52,649	3,03,798	2,036	2,365	10,561	10,235	43,583	39,319	5,33,911	4,66,230	XXX.
...	...	...	...	...	7	...	59	35	33	739	506	XXXI.
6,405	6,101	3,23,403	2,82,996	225	338	2,147	3,600	8,100	7,322	3,54,388	3,11,260	XXXII.
183,723	197,523	21,90,755	20,34,957	(c)646,699	(c)419,260	(c) 5,90,192	(c)4,81,971	1,240,216	1,096,486	67,97,362	68,07,989	XXXIII.
1,626,423	1,555,611	2,03,83,031	(b) 1,75,06,204	1,407,972	1,163,334	33,98,370	32,78,415	6,443,628	6,190,338	5,95,52,552	5,71,07,951	Total.

(a) Includes Rajputana-Malwa.
(b) Includes Rs. 32,545 for old adjustment.
(c) Includes figures due to Railway stores other than Railway plant and rolling-stock.

Statement showing the quantities of the principal commodities carried, and the receipts there-

ASSISTED

Classification Number.	DESCRIPTION OF COMMODITY.	DARJEELING-HIMALAYAN.				BENGAL AND NORTH-WESTERN.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal	2,125	2,064	9,535	10,601	21,508	21,596	30,769	33,738
II.	Cotton, raw	...	...	...	...	177	297	1,511	2,109
III.	Cotton, Twist and Yarn	...	...	...	...	...	179	...	1,398
IV.	Cotton piece-goods	707	748	19,018	20,056	4,798	6,622	39,745	46,020
V.	Drugs and Chemicals	17	16	367	337	846	676	3,363	6,932
VI.	Dyes and Tans	...	...	...	...	1,638	2,224	14,499	17,474
VII.	Grains	6,293	5,853	73,954	75,642	73,774	87,408	3,30,201	3,21,577
VIII.	Hides and Skins	52	57	734	1,054	1,091	1,035	8,496	8,654
IX.	Horns	...	...	...	...	36	45	367	462
X.	Jute	...	...	...	...	3,535	4,266	22,934	24,963
XI.	Lac	...	...	...	...	171	390	390	658
XII.	Leather, manufactured ...	...	...	...	...	...	64	...	429
XIII.	Liquors	496	474	10,368	10,019	132	164	1,543	1,481
XIV.	Metals	1,279	1,190	26,907	28,551	1,762	2,814	11,244	16,764
XV.	Oils	336	330	6,963	7,963	272	404	1,389	1,821
XVI.	Oil-Seeds	...	...	...	...	46,919	41,959	2,40,678	1,91,876
XVII.	Opium	...	...	...	...	335	351	6,375	4,866
XVIII.	Paper and Paste-board ...	...	...	...	...	...	53	...	494
XIX.	Provisions	788	432	17,632	9,389	797	1,056	6,690	6,88
XX.	Railway Plant and Rolling-Stock ...	413	191	1,784	655	42,513	25,742	1,25,897	41,592
XXI.	Salt	539	536	8,743	8,525	10,488	18,516	33,152	51,329
XXII.	Saltpetre	...	...	...	...	793	1,421	2,093	2,173
XXIII.	Silk, raw	...	...	...	...	3	2	22	15
XXIV.	Silk piece-goods	...	...	...	...				
XXV.	Spices	76	111	2,214	2,456	351	551	2,247	3,337
XXVI.	Sugar	266	258	4,686	4,609	7,602	8,768	55,847	55,384
XVII.	Stone and Lime	440	436	4,011	4,102	2,334	1,216	6,118	3,435
XXVIII.	Tea	3,550	3,539	70,599	70,190	5	14	47	65
XXIX.	Timber	19	16	152	182	451	1,126	2,219	4,996
XXX.	Tobacco	72	104	1,391	1,786	1,143	2,676	6,102	8,796
XXXI.	Umbrellas	...	...	...	...	...	3	...	33
XXXII.	Wool	35	43	877	787	24	96	211	481
XXXIII.	All other articles of merchandise ...	2,143	2,256	39,965	49,890	3,419	3,202	24,991	19,868
	TOTAL ...	19,646	18,694	3,04,926	3,01,806	226,852	234,945	9,78,029	8,80,113

from, on the several Railways during the year 1887, as compared with the previous year—contd.

COMPANIES.													
ROHILKHAND-KUMAON.				DEBBU-SADIYA.				TOTAL.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	1	...	12	63,294	83,525	1,54,877	2,06,551	86,927	107,186	1,95,181	2,50,902	I.
2	3	10	17	3	1	51	22	192	301	1,572	2,148	II.
9	2	77	14	40	45	1,991	998	58	226	1,168	2,416	III.
...	122	...	1,021	...	...	...	...	5,505	7,482	58,763	67,087	IV.
16	17	205	123	37	16	851	205	416	727	4,226	7,587	V.
8	4	18	27	3	2	41	31	1,649	2,220	14,558	17,532	VI.
7,418	6,615	10,467	9,763	5,624	5,697	39,589	39,986	93,109	105,573	4,59,211	4,46,968	VII.
62	67	149	155	1	1	9	13	1,206	1,160	9,378	9,376	VIII.
2	4	...	21	...	...	...	1	38	49	375	494	IX.
2	51	11	211	...	...	...	...	3,537	4,317	22,945	25,174	X.
...	...	...	...	...	...	4	3	771	309	394	661	XI.
30	8	176	51	1	...	16	2	37	72	186	482	XII.
834	1,124	3,714	5,350	96	93	1,706	1,594	1,808	1,855	17,516	19,054	XIII.
28	759	228	2,000	790	995	10,150	12,161	3,359	5,748	43,529	54,476	XIV.
96	33	739	580	133	126	2,762	2,657	337	993	11,759	12,421	XV.
1,424	2,550	2,064	5,174	54	28	595	351	43,397	44,537	2,43,337	1,97,401	XVI.
1	1	6	11	...	...	...	...	336	352	6,381	4,380	XVII.
...	...	...	...	...	...	...	...	...	53	...	494	XVIII.
43	1,319	322	5,756	369	195	4,324	2,506	1,997	3,002	23,368	24,533	XIX.
...	...	...	...	...	...	...	...	43,226	25,988	1,27,181	42,247	XX.
1,016	1,095	3,361	3,960	164	124	1,909	1,007	12,202	20,271	46,559	64,721	XXI.
...	...	...	...	...	...	...	...	793	1,421	2,093	2,178	XXII.
1	...	4	...	...	...	1	...	4	2	27	15	XXIII.
...	...	...	...	...	...	...	...	...	...	...	...	XXIV.
51	43	381	299	3	4	54	67	481	709	4,896	6,159	XXV.
199	411	810	1,064	33	43	709	942	8,190	9,480	62,052	61,999	XXVI.
21,606	5,661	19,810	4,723	19	8	208	—85	24,309	7,321	30,007	12,175	XXVII.
87	96	497	475	3,901	3,969	35,957	32,323	7,543	7,610	1,06,746	1,03,053	XXVIII
3,709	3,327	2,769	6,396	...	...	...	...	4,173	4,469	5,140	11,574	XXIX.
35	47	304	403	19	37	326	649	1,269	2,864	8,123	11,639	XXX.
...	...	...	...	...	...	...	...	...	3	...	33	XXXI.
15	16		137	...	...	...	...	74	155	1,190	1,413	XXXII.
14,474	13,596	29,270	24,382	1,927	2,909	11,548	16,848	21,963	21,863	1,05,714	1,10,992	XXXIII
51,169	37,014	75,242	72,022	76,529	97,719	2,65,420	3,13,827	374,136	388,363	16,23,623	15,72,765	TOTAL.

Statement showing the quantities of the principal commodities carried, and the receipts there-

Classification Number.	DESCRIPTION OF COMMODITY.	NATIVE					
		The Nizam's Guaranteed Company.				The	
		Quantity.		Receipts.		Quantity.	
		Previous year.	1887.	Previous year.	1887.	Previous year.	1887.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I.	Coal	213	1,086	795	7,342	3	27
II.	Cotton, raw	165	227	1,924	2,837	2,129	1,802
III.	Cotton, Twist and Yarn	3,152	1,030	47,712	15,308	54	75
IV.	Cotton piece-goods		2,150		34,194	170	193
V.	Drugs and Chemicals	373	386	3,861	4,387	38	46
VI.	Dyes and Tans	484	715	3,754	4,300	60	35
VII.	Grains	32,205	32,325	1,72,509	1,58,276	4,426	5,077
VIII.	Hides and Skins	961	2,245	7,179	17,534	12	11
IX.	Horns		777		2,561	...	...
X.	Jute	339	1,058	6,344	7,895	...	...
XI.	Lac	15	19	152	168	...	...
XII.	Leather, manufactured	585	55	6,168	814	8	10
XIII.	Liquors	1,544	1,699	16,151	16,369	20	7
XIV.	Metals	3,435	3,620	28,244	32,226	252	246
XV.	Oils	926	951	7,304	7,263	56	23
XVI.	Oil-Seeds	13,637	19,350	73,690	1,02,804	2,119	3,371
XVII.	Opium	...	...	11	4	...	...
XVIII.	Paper and Paste-board	...	320	...	4,506	...	...
XIX.	Provisions	5,084	7,358	41,654	60,523	460	481
XX.	Railway Plant and Rolling-Stock	69,936	198,906	1,69,723	2,17,241	...	...
XXI.	Salt	19,991	21,916	84,904	98,577	1,577	1,826
XXII.	Saltpetre	...	18	...	180	2	3
XXIII.	Silk, raw	20	15	502	96	...	...
XXIV.	Silk piece-goods				382	...	...
XXV.	Spices	1,638	1,274	10,635	9,184	183	254
XXVI.	Sugar	1,328	1,613	8,805	10,096	234	265
XXVII.	Stone and Lime	2,025	2,626	10,271	13,954	6,814	9,417
XVIII.	Tea	21	22	289	335	...	...
XXIX.	Timber	10,882	18,213	90,394	48,631	3,166	2,921
XXX.	Tobacco	534	358	4,766	3,260	34	23
XXXI.	Umbrellas	...	10	...	98	...	...
XXXII.	Wool	120	200	1,988	2,291	3	4
XXXIII.	All other articles of merchandise	4,273	4,332	51,089	47,461	12,919	13,033
	TOTAL	174,267	325,086	7,90,168	9,31,776	34,671	39,140

from, on the several Railways during the year 1887, as compared with the previous year—contd.

STATES.										
GAEKWAR'S.		THE GAEKWAR'S MEHSÁNA-VADNAGAR.				BHÁVNAGAR-GONDAL.				Classification Number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
4	53	...	3	...	2	5,709	4,727	3,603	4,617	I.
3,506	2,929	...	2	...	5	15,878	16,042	1,31,104	1,22,540	II.
143	196	...	12	...	16	1,287	1,449	11,833	12,992	III.
469	566	...	132	...	218					IV.
95	117	...		...	4	73	33	814	319	V.
159	98	...	44	...	64	698	821	5,136	5,950	VI.
6,999	8,240	...	959	...	604	17,653	23,336	66,155	86,909	VII.
30	22	...		...	3	253	161	1,907	1,292	VIII.
...	...	...	...	...	...	10	...	119	...	IX.
...	...	...	...	...	...	...	...	...	...	X.
...	...	...	...	...	...	19		177	46	XI.
25	31	...	14	...	112	...	58	...	447	XII.
28	24	...	2	...	2	65	75	761	691	XIII.
550	506	...	525	...	488	1,745	1,911	13,607	14,437	XIV.
140	58	...	134	...	151	1,097	1,046	7,019	6,554	XV.
3,358	5,352	...	2,994	...	1,503	6,248	4,829	28,831	21,815	XVI.
...	...	...	...	...	3	8	9	147	189	XVII.
...	...	...	...	...	...	...	...	...	...	XVIII.
856	864	...	13	...	18	429	1,084	3,485	6,998	XIX.
...	...	...	...	...	...	...	...	...	...	XX.
2,486	2,873	...	89	...	89	2,533	2,570	5,070	5,622	XXI.
4	7	...	31	...	30		21	75	195	XXII.
...	...	...	...	...	...	1	...	6	...	XXIII.
...	...	...	...	...	...					XXIV.
502	650	...	4	...	6	149	165	1,231	1,097	XXV.
408	444	...	500	...	492	2,567	2,849	13,389	15,268	XXVI.
7,291	9,571	...	113	...	116	790	357	2,244	1,624	XXVII.
...	2	...	...	...	...		2	23	19	XXVIII.
6,923	6,503	...	321	...	269	11,551	12,169	69,767	69,600	XXIX.
93		...	50	...	5	530	448	3,873	2,603	XXX.
...	...	...	...	...	...	...	...	...	...	XXXI.
8	15	...	22	...	96	218	276	1,721	1,835	XXXII.
25,623	26,815	...	88	...	1,206	6,630	6,337	49,261	46,822	XXXII
59,700	66,001	...	6,86	...	5,545	76,201	80,781	4,20,858	4,30,481	TOTAL.

Statement showing the quantities of the principal commodities carried, and the receipts there-

Classification Number.	DESCRIPTION OF COMMODITY.	NATIVE			
		MOHVI.			
		Quantity.		Receipts.	
		Previous year.	1887.	Previous year.	1887.
		Tons.	Tons.	Rs.	Rs.
I.	Coal	...	...	...	...
II.	Cotton, raw	1,190	2,648	11,957	20,879
III.	Cotton, Twist and Yarn	...	8	...	53
IV.	Cotton piece-goods	...	83	...	623
V.	Drugs and Chemicals	2	2	17	17
VI.	Dyes and Tans	9	62	35	318
VII.	Grains	318	1,499	992	5,214
VIII.	Hides and Skins	...	6	1	25
IX.	Horns	...	2	...	10
X.	Jute	...	139	...	782
XI.	Lac	...	292	...	782
XII.	Leather, manufactured	...	1	...	5
XIII.	Liquors	...	4	...	39
XIV.	Metals	37	135	198	783
XV.	Oils	15	46	80	230
XVI.	Oil-Seeds	90	312	339	1,129
XVII.	Opium	1	7	15	79
XVIII.	Paper and Paste-board	...	6	...	45
XIX.	Provisions	232	311	683	1,683
XX.	Railway Plant and Rolling-Stock	...	...	...	...
XXI.	Salt	...	...	...	1
XXII.	Saltpetre	...	...	...	2
XXIII.	Silk, raw	...	...	...	1
XXIV.	Silk piece-goods				
XXV.	Spices	...	32	...	160
XXVI.	Sugar	100	294	537	1,678
XXVII.	Stone and Lime	...	1,026	...	1,683
XXVIII.	Tea	...	...	...	1
XXIX.	Timber	65	140	213	702
XXX.	Tobacco	50	133	237	695
XXXI.	Umbrellas	...	...	...	...
XXXII.	Wool	...	77	2	764
XXXIII.	All other articles of merchandise	296	416	1,781	2,568
	TOTAL	2,359	7,681	17,087	40,966

from, on the several Railways during the year 1887, as compared with the previous year—concld.

STATES—concld.

Jodhpore.				Total.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	Previous year.	1887.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
17	93	40	427	5,942	5,936	4,442	12,441	I.
38	13	144	163	19,370	20,734	1,48,635	1,49,353	II.
873	929	3,338	5,049	5,366	3,593	63,020	33,614	III.
				170	2,567	469	35,601	IV.
6	36	242	332	527	506	5,029	5,176	V.
511	588	2,124	3,316	1,762	2,265	11,208	14,701	VI.
2,297	3,336	5,723	12,582	56,899	66,532	2,52,378	2,71,825	VII.
216	328	1,202	2,526	481	2,757	3,140	21,407	VIII.
...	...	...	...	1,001	779	7,298	2,571	IX.
...	...	...	...	838	1,197	6,344	8,647	X.
...	...	...	...	34	317	329	996	XI.
20	28	132	242	613	166	6,325	1,651	XII.
9	15	92	207	1,628	1,802	17,032	17,333	XIII.
727	1,306	2,815	3,851	6,196	7,743	45,414	52,291	XIV.
43	85	186	724	2,187	2,285	14,689	15,030	XV.
123	177	458	619	22,207	31,233	1,06,666	1,33,312	XVI.
58	41	305	338	67	57	478	613	XVII.
...	...	...	...	...	326	...	4,551	XVII
23	232	183	1,870	6,228	9,479	46,361	71,956	XIX.
...	...	...	...	69,938	198,906	1,69,723	2,17,241	XX.
91	11,445	138	51,832	24,192	37,846	92,598	1,58,994	XXI.
114	135	282	767	125	208	361	1,190	XXII.
...	...	...	...	...	3	...	96	XXIII.
...	...	...	...	21	15	503	383	XXIV.
37	107	256	974	1,811	1,836	12,624	12,071	XXV.
4,915	5,909	20,470	30,106	9,144	11,430	43,609	58,023	XXVI.
2,764	4,261	6,092	5,911	12,393	17,800	25,898	32,862	XXVII.
...	...	6	2	23	24	318	359	XXVIII.
272	306	1,413	1,761	25,878	34,070	1,08,710	1,27,466	XXIX.
566	568	2,678	3,491	1,714	1,580	11,147	10,186	XXX.
...	...	...	...	...	10	...	98	XXXI.
1,830	1,649	10,492	10,602	2,171	2,228	13,611	15,551	XXXII
16,272	6,924	27,706	23,591	40,434	31,919	1,55,460	1,48,463	XXXIII.
31,862	33,511	86,517	1,61,283	319,360	498,059	13,74,830	16,36,052	Total.

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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

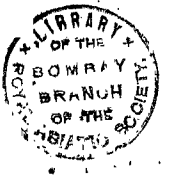
1888-89,

BY

L. CONWAY-GORDON, LIEUT.-COL., R.E.,

DIRECTOR GENERAL OF RAILWAYS.

Presented to both Houses of Parliament by Command of Her Majesty.



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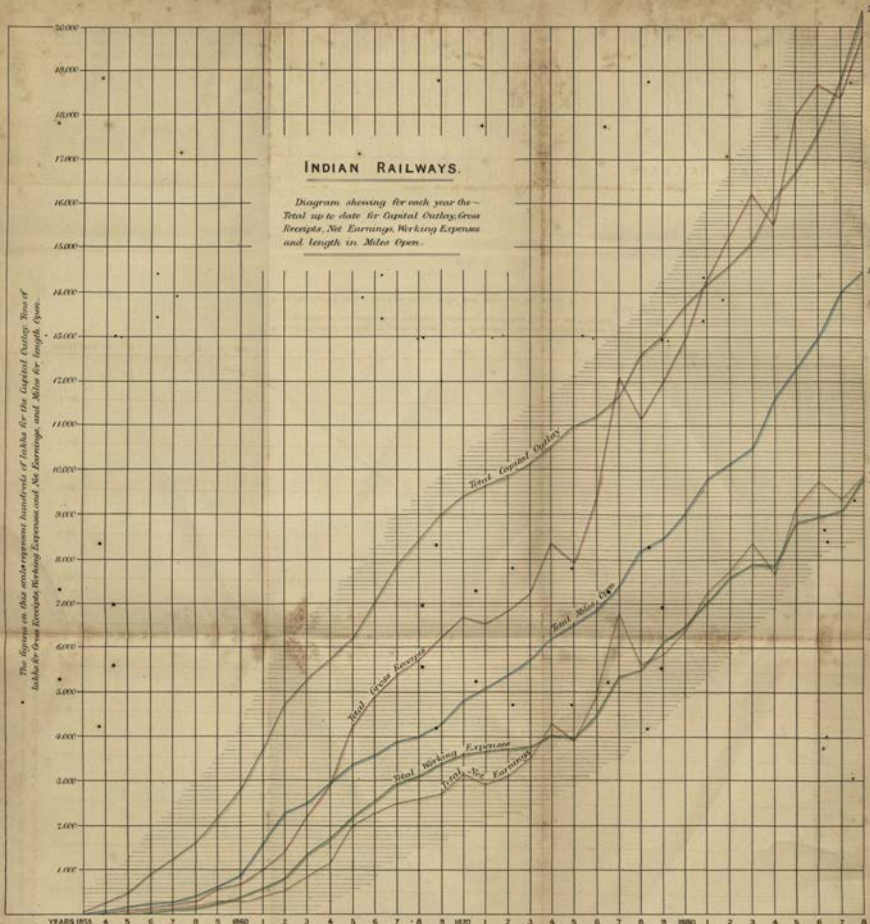

	Lakhs.
* Total Capital outlay on open lines to 31st December 1888, vide details on page 72	13,504
Expenditure on unfinished sections including "Kandahar Reserve" and "Stores"	1,104
Total	20,408

† Excludes 59 miles Foreign lines. Vide Foot note (h) on page 72.

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INDIA.
MAP SHEWING
RAILWAYS.
Corrected up to 31st March 1889
REFERENCES
BAY OF BENGAL
INDIAN OCEAN

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

1888-89.

CHAPTER I.

GENERAL.

The length of railways open for traffic in India at the end of 1887–88 was 14,383 miles; the length added during 1888–89 was 886 miles; deducting certain branch lines which have been closed, the total length of open line at the end of 1888–89 was 15,245 miles. Open mileage.

The additions made to the open mileage during the past year will be found in the table given in Appendix A., pages i and ii. Between the 31st March and the 28th May 1889 no new lengths have been opened.

The chief sections opened during the year 1888–89 were—

110 miles of the Bengal-Nágpur Railway,
303 miles of the Indian Midland Railway, and
222 miles of the Toungoo-Mandalay Extension.

Of the total open line of 15,245 miles, 9,796 miles are worked by Guaranteed, Assisted, and other Companies; 4,998 miles are worked by direct Government agency; and 451 miles are worked by Native States.

2. During the year sanction has been given for the construction of additional mileage to the extent of 680 miles, of which the more important sections are— Extensions of line sanctioned.

166 miles between Tirupati and Dharmavaram,
135 miles between Pakal and Villupuram,
162 miles from Delhi to Kalka, and
98 miles from Patiála to Bhatinda.

The total sanctioned mileage on 31st March 1889 was 17,507 miles, showing an increase over the corresponding figures at the end of the previous year of 637 miles.

Appendix B., pages iii to v, shows in detail the lengths of line sanctioned and open for traffic at the end of March 1889. Appendix D., pages viii to xi, shows the annual progress made in opening railways in India, year by year, from their commencement.

3. Of the important bridges mentioned in last year's Report as then under construction, the "Lansdowne" Bridge over the Indus at Sukkur was completed during the year, and formally opened by his Excellency the Governor of Bombay on 27th March 1889. The works on the bridge over the Chenab near Sher Shah are being rapidly pushed forward. Works completed and in progress.

The tunnel through the Khwaja-Amran Mountains, which was commenced in December 1887, was vigorously pushed on during the year. Four shafts have been sunk and headings driven from them. The length of tunnel bored up to the 31st of March 1889 was 7,373 feet out of a total of 12,400 feet. Inclines are at work in conveying rails and materials over the range pending the completion of the tunnel.

4. Amongst the principal events which occurred during the year may be noticed the transfer to the State of the Oudh and Rohilkhand Company's undertaking on 1st January 1889, and the Railway Conference which was held at Simla in September 1888. Principal events.

Cost.

5. Including unfinished lines, the total capital expenditure on all railways up to 31st December 1888 amounted to Rs. 20,408 lakhs, of which the capital outlay on open line, including suspense, was Rs. 19,304 lakhs. The average cost per mile of all open lines (excluding steamboat service and suspense) is Rs. 1,27,874, the average price of the broad gauge being Rs. 1,67,333, and that of the metre gauge Rs. 70,777.

Gross receipts.

6. The gross receipts during the calendar year, inclusive of steamboat services, were Rs. 19,76,44,749. Of this, 37·87 per cent. were earned by the Guaranteed lines; 23·59 per cent. by the East Indian Railway, including the branch lines worked by it; 34·83 per cent. by the State railways, excluding lines worked by the East Indian Railway; and the balance, 3·71 per cent., may be divided between the lines in Native States and the lines owned by assisted companies, excluding the Tárakeshwar Railway. The distribution of the earnings between coaching, goods, and miscellaneous, including steamboat, may be taken at 32·56 per cent., 64·71 per cent., and 2·73 per cent. respectively.

Working expenses.

7. The total working expenses amount to Rs. 9,87,43,474, or 49·96 per cent. of the gross receipts, the distribution under the different heads being as under: maintenance, 14·12 per cent.; locomotive, 16·15 per cent.; carriage and waggon, 4·35 per cent.; traffic, 7·98 per cent.; general, 5·26 per cent.; steamboat, 0·52 per cent.; special and miscellaneous, 1·58 per cent.

Net revenue.

8. The net revenue realised was Rs. 9,89,01,275, giving a return on open line capital expenditure, including steamboat services and suspense, of 5·12 per cent. Excluding steamboat service the amount was Rs. 9,87,52,959, yielding a per-centage of 5·32 on the capital cost., excluding steamboat services and suspense.

It must, however, be borne in mind that this does not represent the financial gain to the State, but only the statistical result of working. Although it might be supposed that railways earning over 5 per cent. must bring in a gain to the State, this is not so in the case of the old Guaranteed Railways, since at the present rate of exchange it requires a return of from 6 to 7 per cent. in silver to remit the interest on the sterling capital of these companies, though it amounts to less than 5 per cent. in gold.

The actual financial results for the official year 1887–88 are shown in paragraph 13 on the next page.

Passengers.

9. The total number of passengers carried was 103,156,013, as compared with 95,411,779 in 1887, and the receipts from coaching traffic have amounted to Rs. 6,43,50,321, as compared with Rs. 6,03,10,678.

Tonnage of goods.

10. The aggregate tonnage moved has amounted to 22,393,202 tons, as compared with 20,195,677 tons, and the receipts from goods traffic have amounted to Rs. 12,79,03,904, as compared with Rs. 11,92,93,225 in 1887.

Grain and seeds traffic.

11. The traffic in grain and seeds shows an increase compared with the preceding year of 343,512 tons, or 6·57 per cent., the actual figures being—

	Tons.
In 1887	5,226,876*
In 1888	5,570,388

Wheat traffic.

12. The wheat traffic contrasts favourably with 1887, but not with the traffic in 1886. The quantities carried by the important exporting railways have been, during the past three years, as follows:—

Railways.	1886.	1887.	1888.
	Tons.	Tons.	Tons.
Great Indian Peninsula	553,362	485,175	523,082
Bombay, Baroda and Central India	146,295	42,572	92,997
East Indian	415,211	305,967	260,550
North-Western	249,829	130,714	298,602
Total	1,364,697	964,428	1,175,231

* As corrected in returns for 1888.

While the exports from the three chief ports have been—

Railways.	1886.	1887.	1888.
	Tons.	Tons.	Tons.
Bombay - - - - - -	623,217	468,861*	489,823
Calcutta - - - - - -	338,414	231,715	149,446
Kurrachee - - - - -	179,857	35,621*	153,629
Total - - - -	1,141,488	736,197	792,898

13. The following tables show the financial results to the State of working the railways for the official year 1887–88. Figures for a later date are not available.

The tables represent a net loss of Rs. 1,97,54,770 as under—

	Rs.	Rs.
Losses :—		
Guaranteed Railways - - -	87,88,989	
State lines leased to companies, open and unopen - - - - -	45,91,538	
State railways, military, open - -	1,27,17,975	
State railways, military, unopen - -	2,01,028	
State railways, commercial, unopen - -	14,92,352	
		2,77,91,882
Gains :—		
East Indian Railway - - -	57,01,013	
State railways, commercial - - -	23,36,099	
		80,37,112
Net loss - - -		1,97,54,770

It must, however, be remembered that the interest charges for the East Indian, Eastern Bengal, and North-Western Railways include annuities paid in England during the year to the extent of Rs. 2,39,08,600, in which is included a contribution for a sinking fund which is meant to reproduce the capital at the expiry of the period for which the annuity is to run.

The large loss on guaranteed railways is mainly attributable to the comparatively high† rate at which the guaranteed interest has to be paid. Owing to the nature of its contract with Guaranteed Railway Companies, the State has to pay interest at this rate until it enters into possession of the line, or is otherwise in a position to modify the contract, and it is consequently unable to obtain any advantage from the increasingly easy condition of the money market. That is to say, where the State could now raise money at $3\frac{1}{4}$, or even 3 per cent., to pay off loans raised at higher rates of interest, it must still continue to pay interest at or near the high average rate of $4\frac{3}{4}$ per cent. on the capital raised by Guaranteed Companies.

* As corrected in returns for 1888.

† Above $4\frac{3}{4}$ per cent. on a capital bearing interest of 57,913,457*l.*

STATEMENT No. 1.—EAST INDIAN RAILWAY.

STATEMENT showing RESULTS to the STATE of working for the OFFICIAL YEAR 1887–88.

RAILWAY.	Capital Outlay to 31st March 1888.	INTEREST AND ANNUITY CHARGES FOR 1887–88.				Net Receipts *less* Surplus Profits Paid to Company, 1887–88.	Gain or Loss (+ or −).
		Sterling (Paid in England).		Paid in India.	Total.		
		Amount.	Converted at Average Rate of Exchange.				
	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian - - -	39,35,32,953	1,508,104	2,14,18,240	22,87,100	2,37,05,340	2,94,06,353	+ 57,01,013

STATEMENT No. 2.—STATE RAILWAYS (COMMERCIAL).

STATEMENT showing RESULTS to the STATE of working for the OFFICIAL YEAR 1887–88.

RAILWAYS.	Capital Outlay to 31st March 1888.	INTEREST CHARGES FOR 1887–88.				Net Receipts for 1887–88.	Gain or Loss (+ or −).
		Sterling (Paid in England) Interest and Annuity.		Charged in India.	Total.		
		Amount.	Converted at Average Rate of Exchange.				
COMMERCIAL LINES.							
(1.) *Open for Traffic.*	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
Patna-Gya - -	42,64,766	—	—	1,70,110	1,70,110	2,82,742	+ 1,12,632
Dildárnagar-Gházipur - -	7,03,031	—	—	28,122	28,122	25,877	− 2,245
Sindia -	92,09,750	—	—	3,68,352	3,68,352	2,44,174	− 1,24,178
Rajputana-Malwa :—							
Main Line and Branches -	9,25,29,269						
Holkar Section - -	1,29,65,944						
Rewari-Ferozepore Section -	1,25,99,632	—	—	52,12,486	52,12,486	79,11,422	+ 26,98,936
Cawnpore-Achnera Section -	1,14,83,515						
Villupuram-Dharmavaram, Nellore Branch.	62,65,766	—	—	2,33,477	2,33,477	− 43,084	− 2,76,561
Dhond-Manmád - -	1,09,54,446	—	—	4,37,934	4,37,934	2,27,338	− 2,10,596
Bhopal-Itársi (*British Section*)	*13,10,570	—	—	52,420	52,420	5,193	− 47,227
Wardha Coal - - -	71,12,195	—	—	2,87,324	2,87,324	99,926	− 1,87,398
Bareilly-Pilibhit - -	15,19,637	—	—	60,431	60,431	27,916	− 32,515
Eastern Bengal :—†							
Eastern and Southern Sections.	6,33,79,752						
Northern Section (Northern Bengal Railway).	2,26,15,897	1,556,110	22,10,000	21,76,468	43,86,468	47,72,925	+ 3,86,457
Kaunia-Dharlla Branch -	9,62,285						
Dacca-Section (Dacca Railway).	65,19,857						
Carried over -	26,43,95,812	1,556,110	22,10,000	90,27,124	1,12,37,124	1,35,54,429	+ 23,17,305

* Includes Rs. 60,570 expended by the State on the survey for this line, but not included in the capital account of the railway.

† The net receipts of this line include the earnings of the open section of the Assam-Behar Railway, Assam-Behar Section, the capital expenditure on which cannot be accurately divided between open and unopen lines.

STATEMENT No. 2—*continued.*

STATE RAILWAYS (COMMERCIAL)—*continued.*

RAILWAYS.	Capital Outlay to 31st March 1888.	INTEREST CHARGES FOR 1887–88.				Net Receipts for 1887–88.	Gain or Loss (+ or −).
		Sterling (Paid in England) Interest and Annuity.		Charged in India.	Total.		
		Amount.	Converted at Average Rate of Exchange.				
	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward -	26,43,95,812	1,556,110	22,10,000	90,37,140	1,12,37,124	1,35,54,429	+23,17,305
COMMERCIAL LINES—*cont.*							
Nalhâti - - -	3,43,829	—	—	13,758	13,758	32,134	+ 18,376
Tirhoot* - - -	1,58,86,876	—	—	6,28,560	6,28,560	7,43,497	+ 1,14,937
Lucknow-Sitapur-Sîhrámau -	37,10,017	—	—	1,35,329	1,35,329	33,066	− 1,02,263
Jorhât - - -	6,90,827	—	—	26,550	26,550	−14,731	− 41,281
Cherra-Companyganj - -	7,45,846	—	—	27,743	27,743	−24,961	− 52,704
Amritsar-Pathankot - -	55,97,298	—	—	2,24,112	2,24,112	73,505	− 1,50,607
Burma - - -	2,89,15,853	—	—	11,52,058	11,52,058	15,52,003	+ 3,99,945
Katni-Umaria - - -	48,56,810	—	—	1,92,054	1,92,054	−14,752	− 2,06,806
Umaria Colliery - -	7,42,156	—	—	26,616	26,616	88,133	+ 61,517
Bellary-Kistna† - - -	—	—	—	—	—	−23,386	− 23,386
Benares Branch‡ - -	—	—	—	—	—	1,066	+ 1,066
Total open State Railways (Commercial)	32,58,84,324	1,556,110	22,10,000	1,14,58,904	1,36,68,904	1,60,00,003	+23,36,099
(2.) *Unopen Lines.*							
Bezváda Extension - -	8,56,307	—	—	17,256	17,256	—	− 17,256
Toungoo-Mandalay - -	1,28,24,991	—	—	3,01,612	3,01,612	—	− 3,01,612
Assam-Behar§ Assam-Behar Section.	80,67,764	—	—	2,88,212	2,88,212	—	− 2,88,212
Assam-Behar§ Tirhoot Section.	41,95,314	—	—	1,59,604	1,59,604	—	− 1,59,604
Villupuram-Dharmavaram -	3,19,189	—	—	12,482	12,482	—	− 12,482
Bellary-Kistna† - -	1,65,45,650	—	—	5,77,580	5,77,580	—	− 5,77,580
Stores - - - -	6,42,757	—	—	88,220	88,220	—	− 88,220
Vizagapatam-Raipur‖ - -	2,45,040	—	—	9,800	9,800	—	− 9,800
Bilaspur-Etawah Survey‖ -	75,132	—	—	3,010	3,010	—	− 3,010
Ranaghat-Bhagwangola‖ -	3,01,849	—	—	12,072	12,072	—	− 12,072
Southern Mahratta‖ - -	5,27,070	—	—	21,080	21,080	—	− 21,080
Hindupur Extension‖ - -	36,213	—	—	1,424	1,424	—	− 1,424
Total unopen State Railways (Commercial) -	4,46,37,276	—	—	14,92,352	14,92,352	—	−14,92,352
TOTAL OPEN AND UNOPEN STATE RAILWAYS (COMMERCIAL)	37,05,21,600	1,556,110	22,10,000	1,29,46,256	1,51,56,256	1,60,00,003	+ 8,43,747

* The net receipts of this line include the earnings of the open section of the Assam-Behar Railway, Tirhoot Section, the capital expenditure on which cannot be accurately divided between open and unopen lines.

† A short section of this line from Gmtakul to Nandyal, 90 miles in length, was opened to traffic on the 11th July 1887, and worked as a *State* line until 31st December 1887, when the line was transferred to the Southern Mahratta Railway Company. As the capital expenditure between the open and unopen portions of the line cannot be correctly divided, and as the bulk of the expenditure was incurred upon the latter, the whole of the capital expenditure and interest charges have been shown under *unopen lines*. The capital expenditure shown against this line represents the amount expended by Government up to the 31st December 1887, and liabilities incurred up to that date.

‡ This branch line was taken over from the East Indian Railway, and a section of it leased to the Oudh and Rohilkhand Railway Company from 1st October 1887. The net receipts shown, *viz.*, Rs. 1,066 represent rent realised from the latter Company from 1st October to 31st December 1887, less charges incurred in the protection of the property not leased to the Company.

§ A portion of the Assam-Behar Section was open for traffic, but the capital expenditure cannot be correctly divided.

‖ Abandoned or in abeyance.

STATEMENT No. 2—*concluded.*

STATE RAILWAYS (MILITARY).

RAILWAYS.	Capital Outlay to 31st March 1888.	INTEREST CHARGES FOR 1887-88. Sterling (paid in England) Interest and Annuity. Amount.	Converted at Average Rate of Exchange.	Charged in India.	Total.	Net Receipts for 1887-88.	Gain or Loss (+ or −).
MILITARY LINES.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
(1) *Open for Traffic.*							
North-Western :—*							
Main Line and Branches	33,57,01,665	571,821	81,21,057	76,33,993	1,57,55,050	55,46,556	−1,27,17,975
Sind-Sagar, Western Section	1,93,41,452	—	—	7,27,495	7,27,495		
Sind - Pishin, Sibi - Bostan-Quetta, Bostan-Kila-Abdulla Sections.	4,53,70,486	—	—	17,81,986	17,81,986		
Total open State Railways (Military)	40,04,13,603	571,821	81,21,057	1,01,43,474	1,82,64,531	55,46,556	−1,27,17,975
(2) *Unopen Lines.*							
North-Western :—							
Chenab Bridge	92,113	—	—	1,842	1,842	—	− 1,842
Bolan—High Level line	7,72,470	—	—	15,449	15,449	—	− 15,449
Sind Pishin—Chaman Extension.	16,95,292	—	—	42,488	42,488	—	− 42,488
Kandahar Reserve Material	37,71,812	—	—	1,41,249	1,41,249	—	− 1,41,249
Total unopen State Railways (Military)	65,31,187	—	—	2,01,028	2,01,028	—	− 2,01,028
TOTAL OPEN AND UNOPEN STATE RAILWAYS (MILITARY)	40,69,44,790	571,821	81,21,057	1,03,44,502	1,84,65,559	55,46,556	−1,29,19,003
GRAND TOTAL STATE RAILWAYS (COMMERCIAL AND MILITARY)	77,74,66,390	2,127,931	1,03,31,057	2,32,90,758	3,36,21,815	2,15,46,559	−1,20,75,256

* Includes both Commercial and Military Sections, separate Revenue Accounts not having been hitherto kept.

STATEMENT No. 3.—STATE LINES LEASED TO COMPANIES.*

(Imperial Lines constructed with capital raised by Companies under contract with the Secretary of State).

STATEMENT showing RESULTS to the STATE of working for the OFFICIAL YEAR 1887-88.

RAILWAYS.	Subscribed Capital to end of 1887-88.	Capital Outlay.	INTEREST CHARGES FOR 1887-88. Sterling (paid in England). Amount.	Converted at Average Rate of Exchange.	Paid in India.	Total.	Net Traffic Receipts, 1887-88.	Gain or Loss (+ or −).
	£	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nágpur	3,991,940	2,77,88,638	82,563	11,72,570	—	11,72,570	5,07,165	− 6,65,405
Southern Mahratta	5,830,967†	6,50,30,917†	187,579	26,64,015	3,779	26,67,794	10,42,849	−16,24,945
Mysore	1,224,000	99,15,695	48,000	6,81,701	—	6,81,701	90,551	
Refund by Mysore Durbar of net charge for interest on *capital expended* on the Mysore Railway	—	—	—	—	−2,47,641	−2,47,641	—	− 3,43,509
Indian Midland	3,978,224	4,93,00,544	118,252	16,79,426	—	16,79,426	1,04,648	−15,74,778
Bengal Central‡	1,000,000	31,12,255	32,542	4,62,165	—	4,62,165	79,264	− 3,82,901
TOTAL	16,024,221	16,11,48,099	468,936	66,59,877	−2,43,862	64,16,015	18,24,477	−45,91,538

* All these Railways, except the last, were incomplete and only partially open in 1887-88.
† Includes Bellary-Kistna since date of transfer from the State, viz., 1st January 1888.
‡ Although for convenience classed among State Railways, this line is the property of the Bengal Central Railway Company, Limited.

STATEMENT No. 4.—GUARANTEED RAILWAYS.*

STATEMENT showing RESULTS to the STATE of working for the OFFICIAL YEAR 1887-88.

RAILWAYS.	Capital raised to end of 1887-88.	Capital withdrawn to end of 1887-88.	INTEREST CHARGES FOR 1887-88. Sterling (paid in England). Amount.	Converted at Average Rate of Exchange.	Interest paid in India.	Total.	Net Earnings for 1887-88, *less* Surplus Profits paid to Companies.	Gain or Loss (+ or −).
	£	£	£ s. d.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras - - -	10,669,644	10,511,282	520,331 18 3	73,89,804	13,670	74,03,474	30,76,046	−43,27,428
South Indian - -	4,663,465	4,589,429	209,990 3 10	29,82,301	3,813	29,86,114	13,40,201	−16,45,913
Great Indian Peninsula.	24,876,864	24,820,379	1,176,609 0 2	1,67,10,315	1,22,544	1,68,32,859	1,64,08,340	− 3,24,519
Bombay, Baroda, and Central India.	8,557,070	8,608,041	410,103 13 0	58,24,332	11,615	58,35,947	53,69,652	− 4,66,295
Oudh and Rohilkhand	9,268,311	9,165,767	377,885 8 1	53,66,765	1,04,308	54,71,073	34,56,239	−20,14,834
TOTAL GUARANTEED RAILWAYS	58,035,294	57,694,898	2,694,920 6 4	3,82,73,517	2,55,950	3,85,29,467	2,97,40,478	−87,88,989

* The interest in rupees comes to over 6½ per cent. on the total capital raised converted at par, although the average rate of interest payable is something under 5 per cent. Had silver remained at par the interest would have been Rs. 2,72,05,152, and these railways would have shown a surplus of Rs. 25,35,328. This measures the effect of the fall of the price of silver, in connexion with the one item of payment of interest.

14. A comparison of the earnings for the first quarter of 1889 shows some improvement over those of 1887 and 1888:— Approximate receipts, first quarter 1889.

	Rs.	
1887 - -	5,00,95,679	1st January to 2nd April.
1888 -	5,19,63,877	„ 31st March.
1889 - -	5,26,56,293	„ 30th March.

The figures relating to each railway separately will be found in Appendix C, pages vi and vii.

15. A graphic diagram is published with this Report showing the open mileage, capital outlay, gross receipts, working expenses, and net receipts, from the commencement of railway construction in India to the end of 1888. Graphic diagram.

CHAPTER II.

Works in Progress.

East Indian Railway.

The amount allotted to capital works during the year was Rs. 7,69,868, out of which Rs. 6,03,471 were expended.

Junctions. The junction arrangements at Cawnpore with the Oudh and Rohilkhand Railway on one side and the Indian Midland Railway on the other, were completed with the exception of a portion of the interlocking apparatus.

The original estimate for the Moghal Serai junction arrangements was reduced to Rs. 94,530, and the work is proceeding.

A revised estimate is being submitted for the Mánikpur junction arrangements. In the meanwhile only such works as were absolutely necessary for the connexion of the two lines have been constructed.

The proposed new works for the Hooghly Junction, including a loop line and new station at the Naihátí end of the Jubilee Bridge, estimated to cost Rs. 2,61,228, are still in abeyance. Revised estimates have been submitted for consideration.

An estimate of Rs. 75,591 was sanctioned for the Ásansol junction arrangements in connexion with the Bengal-Nágpur Railway, and the work is nearly completed.

Barákar Extension. Projects for a bridge across the Barákar river, and for a line six miles beyond to serve several collieries, have been submitted to Government.

Removal of Warren girders. The work of substituting plate girders in place of Warren girders on the main line has commenced, the up line being first taken in hand.

Rajputana-Malwa State Railway.

Open line. 2. *Rajputana Section.*—At Bándikui, a new goods shed has been built, as also additional quarters for employés of the Locomotive and Traffic Departments. The work of concentrating point levers is progressing.

At Achnera the yard has been re-modelled, the engine-shed and station building completed, and certain alterations to the west approach and east end have been carried out. The waiting shed and passenger platform are being extended.

At Jeypore a Post Office has been built; also a private platform and siding for His Highness the Maharaja, and a siding for the cotton press, have been provided. Gate-lodges between Jeypore and Bándikui are being erected, and the fencing of the Budha Hill cutting is progressing.

At Ajmere the station-yard has been fitted throughout with McKenzie and Holland's interlocking apparatus, and another cross-over has been put in. An additional room has been provided in the new station building for the Pay Office, and new *pucca* out-houses have been built for the clerks' quarters near the general offices. The lines in the central shops have been extended, the saw mill engine-house enclosed, and a shed has been put up over the trial-pits in the central shops to protect men from heat and rain. A new hospital to provide for in-door patients is in course of construction, and arrangements for a water supply to the Locomotive and Carriage and Waggon and Staff and Railway School are in progress.

A bridge at mile 261 near Ákhri has been built, and 7·85 miles of line between Ajmere and Kishengurh have been fenced. The fencing of 15 miles of line, north of Ajmere, is being proceeded with, as well as the provision of level-crossings and gate-lodges in the district.

On the Abu division the most important works completed during the year were—

i.—Permanent corrugated iron latrines at certain stations.

ii.—Clerks' and menials' quarters at Keshavganj.

iii.—Increased accommodation for the convenience of passengers and traffic at Umardeshi.

iv.—Quarters for permanent-way inspector at Beáwar.

v.—Fencing miles 455 to 458 between Bhimána and Kivarli and 3½ miles between Keshavganj and Pindwára.

vi.—Four new crossing stations between Kharwa and Beáwar, Beáwar and Sendra, Sojat Road and Chandáwal, and Ajmere and Sarádhna.

Malwa Section.—The following works were completed during the year :—

i.—Quarters for the Inspector of Maintenance at Neemuch.

ii.—Extension of goods platform at Nusseerabad.

iii.—Police quarters at Bhilwára.

iv.—Quarters for the Carriage and Waggon Department at Kalákhund.

v.—Provision of a sick siding and pit at Mhow for the Carriage and Waggon Department.

vi.—Subway at Mhow.

Quarters at Mhow for the Carriage and Waggon Department Staff are in course of construction, as also quarters for permanent-way gangmen on the district. The approaches to the Nerbudda bridge are being fenced.

Rewári-Ferozepore Section.—At Sirsa an institute has been built; the station and yard thoroughly drained. Additional sidings have been put in; and quarters have been erected for drivers and menials of the Locomotive Department.

The following works have also been completed :—

i.—Waterway at mile 34 near Charkhi Dádri.

ii.—Dismantling Kapuri Hill Quarry siding and making a ballast depôt at Charkhi Dádri.

At Ferozepore a new joint lamp-room, additions to the station building, and a transhipment goods-shed are in progress. Additional sidings are being laid at Bhiwáni and Hánsi; the line is being ballasted between Jaitu and Ferozepore; and the station yards on the Hissar-Sirsa district are being fenced.

Cawnpore-Achnera Section.—The grand trunk road diversions of the Kali Nadi bridge at Kásganj and Khudaganj have been completed. The Karon Nadi bridge has been built. The palisade fence of the Brahmávart station has been erected. A triangle has been laid at Mandhana, and sidings at Saloni and Bitoni. Quarters are being built for the permanent-way inspector at Sarai Mírán. Open line.

The extension of the line from Muttra to Bindraban, a distance of about eight miles, will be ready for opening for public traffic early in the year. Bindraban Extension.

Bengal-Nágpur Railway.

3. The Katni-Umaria section was taken over from Government by the Bengal-Nágpur Railway Company on the 1st April 1888.

The conversion of the Nágpur-Chhattísgarh State Railway from metre to broad gauge was completed from Nágpur to Ráj-Nándgaon, and this section was opened for traffic on the broad gauge on the 27th November 1888.

The section from Ráj-Nándgaon to Raipur was opened for traffic on the 4th December 1888.

The section from Raipur to Biláspur was opened for goods on the 10th January and for passenger traffic on the 14th February 1889.

The total length of broad gauge line now being worked is 293 miles.

Besides the above amount of open line, rails have been laid and construction trains are working over them for a distance of 195 miles.

Construction work is now in progress over the whole of the system.

The following is a more detailed account of the state of the work on the various sections at the close of the official year :—

Nágpur to Biláspur.—Opened for public traffic.

Biláspur to Raigarh.—Earthwork practically complete. Main line.

Bridges nearly all completed except those over the Hasdeo and Mand.

At the Hasdeo (5 spans of 200 feet girders) the masonry is two-thirds complete. All the iron-work has been received, and at least three spans will be erected before June 1889.

At the Mand (9 spans of 100 feet girders) the work is not so far advanced, but the masonry will shortly be completed. The iron work of the girders is in hand.

Rails have been laid to 68 miles from Biláspur, and the platelaying is now proceeding.

Raigarh to Sogra.—The greater portion of this district has been re-aligned, sanction having been received in December 1888. Good progress has been made with the earthwork and masonry.

At the Eeb bridge (7 spans of 150 feet girders) the well foundations are progressing satisfactorily. A very superior sandstone is found close to the bridge site, and good stone is available, except near Raigarh, almost all along this section.

Sogra to Monarpur.—Earthwork well advanced, masonry in progress, but skilled labour difficult to attract and keep. At the Brahmini river, the bridge for which is 10 spans of 150 feet girders, the foundations have been put in, and work is progressing on the remainder.

Monarpur to Goilkora.—Great difficulty is being experienced in getting labour to stay in the Saranda jungle on this section. Bricks for bridges have been burnt and work is generally being pushed on as much as possible.

Goilkora to Purulia.—Earthwork practically complete. Masonry of all bridges except the Subunurekha nearly finished. Rails laid for 45 miles on this section.

Purulia to Asansol.—Rails laid, line ready for inspection previous to opening for public traffic. The wells at the Damuda bridge are all being sunk, and the well sinking will soon be finished. Under the present arrangement, the East Indian Railway will work this section when passed as fit for public traffic.

Branch line. On the branch line from Umaria to Biláspur construction is in progress all along.

Umaria to Pendra.—Earthwork, bridges, ballast, &c., well advanced.

Pendra to Biláspur.—Work on ghát two-thirds completed. Earthwork practically completed, and bridges and ballast in hand. The rails are laid for 40 miles from Biláspur on this section.

Southern Mahratta Railway.

Extension. 4. The only section of line opened during the year on the Southern Mahratta Railway was on the Southern Extension from Harihar old to Harihar new station, 1¼ miles.

Open line. On the East Deccan, West Deccan, South Deccan, and South Extension lines, the permanent way has been much improved, the new banks having fairly settled down. Traffic having increased, additional accommodation in the shape of goods sheds and sidings is being provided at many of the stations. The locomotive workshops at Hubli are approaching completion.

Bellary-Kistna State Railway. On the Guntakal-Nandyál Section of the late Bellary-Kistna State Railway, the abutment of a 20-feet span girder bridge was undermined and fell into the stream; this is now being rebuilt.

The section from the Kistna terminus to Cumbum may be opened in June 1889, and the remaining portion from Cumbum to Nandyál in October 1889.

Mysore Section. The Harihar-Birur Section of the Mysore Extension, 79 miles, was opened for traffic on 21st February 1889. The remainder of the Mysore Extension is well advanced, and is expected to be open in June next.

On the Mysore Open Line several of the cuttings are having their slopes flattened to prevent slips.

Early in October 1887 four bridges were washed away by floods, and have since been replaced by larger and firmer structures.

Indian Midland Railway.

5. The following sections of the Company's undertaking have been opened for public traffic :—

	Miles.
Jhánsi-Cawnpore	136½
Jhánsi-Bhopal	180½
Jhánsi-Gwalior	60½
Bánda-Mánikpur	62¼

making a total of 439¾ miles constructed and opened since February 1886, while, in addition to the above, the working of the following lines has been undertaken :—

	Miles.
Sinda State Railway (line purchased) - - -	75
Bhopal State Railway (line worked under agreement with the Government of India) - - - -	57

making a total of 571 miles of line out of a total length of 736 miles to be worked by the Company so far as existing arrangements extend. It is expected that the 165 miles of the Company's undertaking not yet opened, will be ready for public traffic by July 1889, thus completing the whole Indian Midland Railway system.

Main line.

Bhopal-Jhánsi Section (180½ *miles*).—This section was opened for public traffic on 1st January 1889, but the rock cuttings at miles 102 and 106 are not yet completed; it is thought, however, that these will be ready by June next, when the rails, which are now laid on diversions will be transferred to the main line. The station buildings and staff quarters for this length are built, but the running shed and sidings required at Bína (late Itáwa) station have only lately been commenced; the ballasting is nearly finished, and the fencing is in progress.

Jhánsi Station Division.—The large tank-house to contain 80,000 gallons of water has been finished, the locomotive sidings are being laid, and the ashpits and engine shed are in hand; 54 staff quarters for the Company's employés have been built, and 20 others are in progress. The passenger station has been commenced, and will, it is hoped, be sufficiently advanced to be of use by the rains of 1889.

Jhánsi-Gwalior Section (60½ *miles*).—This section is practically completed, and was opened for public traffic on 1st March 1889; and, as the Sindia State Railway was transferred to the Company on the same date, there is now through communication between Jhánsi and Agra.

Jhánsi-Manikpur Branch (181¼ miles).

The line from Mánikpur to Bánda, a distance of 62 miles, was opened for public traffic on 15th February 1889. Beyond Bánda, in the direction of Jhánsi, the erection of the girders of the Ken bridge, which had delayed progress with platelaying, has been completed. This work included the erection of a pair of girders of 250 feet span across the deep water channel of the Ken river.

Platelaying from Bánda is now being vigorously pushed forward, while from Jhánsi it has been advanced eastward as far as Mau (a distance of 40 miles), within a few miles of the Dhassan bridge. This is the last of the large bridges still uncompleted, but it is expected that it may be finished by the end of June next, by which time it is also hoped there will be communication by rail over the whole of this section.

Bina-Saugor Branch (46½ miles).

Good progress has been made on this section by the contractors (Messrs. Glover and Co.). The Bunhât cutting is sufficiently advanced to admit of rails being laid in it at formation level. The girders of the Upper Dhassan bridge are being erected, three out of the four spans being completed.

Villupuram-Dharmavaram State Railway.

6. The construction of the Villupuram-Dharmavaram State Railway, 301 miles in length, has been sanctioned by the Secretary of State, and the line is being constructed by the South Indian Railway on behalf of the Government. Engineers and subordinates available from the Government of India have been lent to the South Indian Railway under the supervision of their chief engineer. The construction practically commenced in January 1889.

Engineers have been posted to, and have taken charge of, 16 out of 22 divisions. Earthwork has made fair progress, and the collection of materials is proceeding favourably. The first consignment of permanent way is now expected, and contracts for the iron work of girders have all been given out in England.

Most of the engineers will have provided themselves and their subordinate staff with temporary quarters before the hot season fairly sets in. Owing to the abundant harvest, labour has up to the present time been everywhere scarce, but the construction work is generally of a light character, and it is hoped that good progress in the foundation work of the bridges will be made during the present season.

Nellore Branch

The open length of this line from Tirupati to Nellore, 83 miles, is worked by the South Indian Railway.

The transfer of the maintenance and construction works of this branch to the South Indian Railway was effected from 1st January 1889.

The flooring of the Ralayeru bridge at 72 miles is completed, and aprons 10 feet wide on the up-stream and 20 feet on the down-stream side have been provided.

All workshops have been removed from Rénigunta to Nellore.

A new station, Monobole, at 18 miles, was opened on 1st February 1889, forming a crossing station between Vencatachellum Chattram and Gúdúr, which are 13½ miles apart.

Bezváda Extension Railway.

7. This line, which extends from the frontier of His Highness the Nizam's dominions to Bezváda, is 21½ miles in length. It was opened for public traffic on 10th February 1889, and is worked by the Nizam's Guaranteed State Railway Company as part of their system, which is now completed from Secunderabad to the British frontier, with the exception of the Cutlair bridge.

North-Western Railway.

8. The North-Western Railway now comprises a total of 2,481 miles of line open for general traffic, of which the following is a summary:—

Main Line and Branches (Commercial).

	Miles.	Miles.
Lahore to Pesháwar	278	
Wazirabad to Siálkot (*branch*)	27	
Lahore to Delhi	348	
Amritsar to Pathánkot (*branch*)	65	
Rájpura to Patiála (*branch*)	15	
Lahore to Kurrachee	822	
Ráewind to Ferozepore	35	
Total Commercial Section		1,590

Frontier Section (Military).

Sind-Pishin.

Ruk to Kila-Abdulla	307	
Quetta loop (Sibi to Bostan)	122	
	429	

Sind-Sagar Railway and Khusálgarh Branch.

Golra to Khusálgarh	70	
Lála Músa to Chenab West Bank	342	
Malakwál to Bhera	18	
Haranpur to Kalapani	13	
Darya Khan to Karlu	5	
Mahmúd Kot to Gházi Ghât	10	
Chenab East Bank to Sher Shah Junction	4	
	462	
Total Military Section		891
Total Military and Commercial Sections		2,481*

Lansdowne bridge.

The single span of the Sukkur bridge over the Rohri channel of the Indus river, which is at present the largest rigid span in the world, the waterway between abutments being 790 feet, was completed during the year. The bridge was formally opened on the 27th March 1889 by his Excellency the Governor of Bombay, and was named the Lansdowne Bridge after his Excellency the Viceroy.

* Includes branch lines worked.

At Sukkur the line to the Bandar station remains in use, and a double line has been laid from Sukkur main station to the bifurcation of the Bandar line and the approach to bridge.

Chenab bridge, near Sher Shah.

The Chenab bridge at Sher Shah consists of 17 spans of 200 feet, the piers and abutments being founded on wells carried to a depth of 75 feet below low water. During the spring of 1888 the design of the bridge was settled, and a start was made with well-sinking early in September. It is hoped that the superstructure can be erected during the flood season, and the work finished by next autumn.

Bolan high level line.

The substitution of a high-level broad gauge line for the temporary metre gauge line between Hirók and Kótal in the Bolan was practically completed. A station was built and watering arrangements provided at Dózán; also station, engine-shed, and quarters for the staff at new Kótal Kolpur, where bank engines will stop.

Open line.

On the open line the following are some of the most important works completed or in progress during the year:—

Additional waterway, aggregating 1,060 lineal feet, has been provided in the Saháranpur district between Sirhínd and Jagádhri, and it has been decided to provide 2,240 feet more in other parts of that district.

In connexion with the Chenab bridge, a new line four miles long was made from Sher Shah Junction to Chenab East Bank. This was opened for traffic on 1st January 1889, and the old line from Muzaffarabad Junction to Ramuwalla was closed on the same date.

The scheme for improving the Saháranpur station yard, sanctioned early in 1888, was completed during the year.

Considerable improvements to the Lahore goods yard were carried out, and a further scheme is in progress for enlarging the present locomotive and store yard.

Many additions and alterations to the head offices and to staff-quarters at Lahore were rendered necessary by the location of a larger staff at this station in connexion with the amalgamation of the Sind and Punjab sections.

A headquarters office containing an armoury was built at Lahore for the railway volunteers; also a technical school for the benefit of children of Native artisans, funds for the latter being provided by the Punjab Government.

To facilitate military operations on the frontier some of the gradients between Jhelum and Ráwalpindi were flattened and further improvement will be carried out this year in this section.

The branch line from Ferozepore Cantonment to Ferozepore City was completed and opened to public traffic.

The new Junction Station at Kotri and the riverside station were completed and opened in April 1889.

At Kurrachee the direct line from the Bandar station to Kiamari was completed, and large additions and alterations have been ordered to the sidings at the Bandar yard, as also to the city and cantonment stations at Kurrachee. A new entrance has been provided for at the port store yard at the latter station.

In connexion with the Sind-Sagar extension, additional quarters for the staff have been provided at Lála Músa junction; also certain improvements and alterations in the station yard.

Sind-Pishin Section.

At Quetta sidings have been laid to the fort for military purposes, and an engine-shed, turn-table, and locomotive yard have been provided. Large additions have been made to the staff-quarters at this station.

Two new alignments between Gulistan Junction and Kila-Abdulla, 2 and 4 miles respectively in length, were completed and passed for public traffic.

At Bostan additional sidings, engine-shed, turn-table, well, and water-tower have been constructed.

Arrangements are in hand for improved water supply at Quetta, Bostan, Dirgi, Mangi, Mudgorge, Kliost, and Násák frontier.

Besides the above, additional sidings have been provided at several stations on the Sind-Pishin section, and the following improvements effected to the existing line:—

Covering in the line for about 120 feet at mile 248 where the line crosses itself.

Reducing the grade at mile 268 from 1 in 80 to 1 in 100 by raising the Kakar Lora bridge and its approaches.

New alignment 1½ miles long between Quetta and Beleli, a grade of 1 in 100 being substituted for 1 in 80.

Chaman Extension.

The progress on the Chaman Extension during the year has been as follows:—

Earthwork completed for a double line to mile 17, or 7 miles from Kila-Abdulla, and well in hand up to the east entrance of the Khojak tunnel. From the west portal 4½ miles have been completed, and 5½ miles are well in hand.

The bridging from Kila-Abdulla to Shelabagh is well forward.

In the Khojak main tunnel shaft No. 1 at the east portal was carried down full depth of 63 feet, and the heading run out into the east cutting the full distance of 128 feet; to the west the heading has been run 2,296 feet. Shaft No. 2 has been carried down the full depth of 318 feet, the head-gear and all appliances erected, and heading carried east towards No. 1 922 feet, and west 1,249 feet.

During the summer months the springs failed, and water for all work on the east side had to be brought up by train in tanks from Kila-Abdulla, a distance of 10 miles.

Shaft No. 3 has been sunk to full depth of 281 feet, and head-gear and appliances erected. The heading has been carried east towards No. 2, 740 feet. There has always been a difficulty at this shaft on account of the water, and on 2nd March a large spring was tapped, and before any steps could be taken the pumps were 8 feet under water, and by the 13th the water had risen to 156 feet in the shaft. The water has since been lowered by 60 feet, but from melting of snow and heavy rain the springs have all increased. No. 4, or the west portal, has been bored for a distance of 2,000 feet; here also the heading has been wet, but being on a down grade the drainage was easy, and all the English miners available have been put on to push this heading on to join No. 3.* At the end of March 1889 the length of tunnel bored was 7,373 feet out of a total of 12,400 feet.

Six hundred and seven feet of masonry lining for double line have been executed.

Fourteen more miners have been asked for and are shortly expected, which will enable the masonry to be pushed on.

The rails for a double line have been laid as far as the 14½ mile, or 4½ miles from Kila-Abdulla, on the permanent formation, and thence a temporary line has been laid about 7 miles up to the foot of the rope incline. Nos. 1 and 2 inclines over the Khojak summit were completed in October 1888, and No. 3 in February 1889. They have been at work conveying fuel, and all material for the west tunnel works and works beyond; 16 miles of permanent-way have been thus carried over.

Arrangements have been made for obtaining Holder's injectors to be fitted to the various engines, so that petroleum may be used as fuel. A large saving is anticipated from thus substituting petroleum for coal.

Quarters for the staff and for the 23rd Pioneers were erected during the year, and the Sanzal combined station and quarters were completed.

In November 1888 a committee appointed by the Government of India assembled to determine a new site for the Chaman station, the grades at the west mouth of the tunnel being inconveniently steep for a terminus there. The site selected and approved is about 6 miles below Chaman fort at the foot of the western slope of the Khwaja Amran Range.

Oudh and Rohilkhand Railway.

9. The Oudh and Rohilkhand Railway was taken over by Government from the Company of that name on the 1st January 1889, and from that date has been worked as a State line.

The arrangements for water supply from the Ganges river to Moghal Sarai locomotive depôt have been completed and have worked satisfactorily.

Other works completed during the year are as follows:—

Extension of platform and construction of two waiting-sheds for pilgrims at Benares river station.

Approach road from Benares city to Benares river station, with moveable bridge on the west face of the Rajghat plateau.

The erection of a covered iron shed between the two goods-sheds at Benares Cantonment.

Goshainganj station building extended to provide refreshment accommodation.

Gogra river protection works and extension of goods ramp at Ajodhya Ghât station.

Alteration to cross-over and extension of passenger platform at Lucknow.

Flooring of Bálawali bridge for cart traffic.

Catch-siding at Landhaura station.

* The heading from No. 4 shaft joined the heading from No. 3 shaft on 28th April 1889.

The whole of the plant of the Dufferin bridge has been dealt with, and the greater part of it removed to Benares Cantonment station.

The goods-shed at the low-level abandoned Benares river station has been dismantled and all sidings removed.

Bareilly-Pilibhit State Railway.

10. Proposals were discussed for connecting Pilibhit with the terminus of the Lucknow-Sitapur-Sihrámau line.

Lucknow-Sitapur-Sihrámau State Railway.

11. The extension to Mailani, a point 11½ miles towards Sihrámau from the present rail head, was contemplated; but, pending negotiations with the Rohilkhand-Kumaun Railway Company, for the completion and future working of the railway, work was not proceeded with.

Eastern Bengal State Railway.

12. No new lines or extensions were opened during the year, but the double line between canal junction and Chitpore, 3 miles, was worked from the 13th April 1888, and the double line between Calcutta and Ballygunge was opened on the 23rd October 1888; the mileage worked was therefore the same as in the previous year, as given below, for the various sections:— Mileage worked.

	Miles.	
Eastern Section - - -	356·71	Comprising the old Eastern Bengal System, and the Bengal Central Railway.
Northern Section - - -	317·81	Comprising the Northern Bengal and Kaunia-Dharlla Railways, and the open portion of the Assam-Behar line, east of Rayganj.
Dacca Section - - -	85·92	Comprising the Dacca line and the transhipment work at Goalundo.
Assam-Behar Section - -	37·78	Comprising the open portion of the Assam-Behar line, west of Rayganj.
	798·22	

The steamer services between Náráyanganj and Goalundo, Diamond Harbour and Tumlook, Jatrapur and Dhubri, and the ferry service between Dámukdia and Sára, besides the minor ones on the Teesta and Dharlla rivers, continued to be worked by the Railway Administration.

Five double unit European quarters were practically finished at Narculdanga, and at Kánchrápara and Naihátí much wanted accommodation was well in hand. Quarters for Native staff and menials were erected at Narculdanga, Jayrámpur, Tilakpur, Daroáni, Jádabpur, Náihati, Kánkinára, Munshiganj, Diamond Harbour, and other stations on the line. Works in progress.

The low-level line to Chitpore was completed during the year, and the Chitpore yard alterations were also finished; the water tower and hydrants for protection of the goods sheds from fire were finished. The interlocking apparatus at Canal Junction is not yet completed.

Three new bridges between miles 55 and 59 were completed during the year, and although this part of the line was not tried by floods, the additional waterway will, it is hoped, render it safe from further damage in the event of the Laltakuri embankment being again breached.

At Beliaghata, the yard was remodelled to facilitate the working of the Southern Section, and provide for the East Indian Railway traffic. The interlocking apparatus at the Municipal Railway crossing was completed and brought into use during the year.

Dead-sidings were put in at Madanpur, Chogdah, Aranghátá, Bogoola, Rámnagar, Jayrámpur, Chooadangah, Munshiganj, Alamdánga, and Hálsa. These sidings were required to accommodate trains in the height of the jute season, when it occasionally happens that more than two trains are standing at these stations at the same time. Through sidings were put in at Kissengunge to facilitate the crossing of trains, and at Madhnagar to provide for goods traffic.

The yard at Sára was re-modelled, as the existing accommodation was insufficient for the traffic worked.

The alterations in the river at Dámukdia have necessitated the working of the Northern Section goods traffic at Kooshtea during a portion of the season for the past five years, and as much inconvenience has been felt for want of adequate accommodation there, it is intended to remodel and enlarge the yard. The work is now in progress.

An over-bridge was put in at Párbatipur.

At Náráyanganj a river face wall was put in to protect the railway frontage from erosion by the river Lukhia.

Budge-Budge Extension.

It being found that the absence of railroad communication to Calcutta from the depôt for petroleum oil, formed at Budge-Budge, drives this traffic to the river and thus kept boats loaded with petroleum oil constantly afloat amidst the crowded shipping lying in the Hooghly, it was determined to construct a railway from Budge-Budge to Tolly's Nullah, where it would join the Eastern Bengal Railway. The commencement of work was sanctioned in November 1888, and by March 1889 the earthwork was practically finished, and the bridges in progress.

Renewals.

On the Northern Section 22·05 miles of steel rails weighing 50 lbs. to the yard were laid in place of the existing 40 lbs. rails. On the Eastern Section 7·70 miles were re-laid, bringing the section laid with steel rails from Calcutta to 13¾ miles north of Bogoola, being 70·56 miles in all; 21·77 miles of rail were renewed on the Eastern Section; 2·90 on the Northern. 15,000 cubic feet of ballast were spread.

River sidings.

The erosion at old Goalundo still continued, but the steamer ghâts north of Rájbári, and the boat ghâts at Pachooria, were in good working order throughout the year. The effect of the erosion at Goalundo is, however, to cause a deposit of silt in the Pachooria Khall, and the abandonment of the ghât there is merely a question of time. Proposals for an extension of the line have been submitted to Government.

The erosion at Dámukdia was also very troublesome in the floods, and a new goods yard laid down for working, until the river commenced to fall, had to be hurriedly abandoned on the 22nd August, when the bank was cut away with such rapidity, that part of a siding and three goods waggons fell into the river; the waggons could not be recovered, and the yard had to be taken up without delay and laid elsewhere.

Manihári Ghât, on the Assam-Behar Section, seems likely to prove as great a source of trouble and anxiety as the other river termini on the system. The erosion at the junction of the Kosi and Pudda has been very rapid, and an end-on siding has had to be laid further inland in view of the abandonment and removal of the sidings on the bank parallel to the river.

Assam-Behar State Railway.

Dinagepore Extension.

13. At the end of the last official year the portion of the line remaining to be completed between Dinagepore and the Kosi river, was 37¼ miles from Ráyganj to Katihár, and 49 miles from Kasba to the Kosi. All the minor bridges between Ráyganj and Katihár were finished this year, as well as the major bridges, with the exception of the Mahanadi, the wells of which were sunk by October 1888. On the 31st of March 1889, the only work remaining to be done was the rivetting of two spans, and the timbering of six spans of this bridge. Owing to the tendency of this river to cut into the east bank, heavy training works had to be constructed, and large quantities of pitching were used to protect the banks.

The foundations of the Kunkur bridge continued to give trouble until the end, but they were completed in September 1888, and the first train was passed over this bridge in November 1888.

The supply of ballast is complete, and only a few miles require to be laid.

The rails are laid throughout, with the exception of those across the Mahanadi bridge. When these are linked in this will complete the through communication between Manihári and the Northern Bengal State Railway at Párbatipur.

Kosi Division.

The Kosi Extension Division begins at Kasba, the present terminus of the open line, 22 miles north of Katiyar junction, and ends at Nathpur, the length being 49 miles.

Arrangements are being made to connect Nathpur with Pertábganj, the terminal station on the Tirhoot State Railway, by a temporary line starting from the 45th mile from Kasba and running to Anchra Ghât, about 5 miles further up the river, thence a ferry would run to the other side of the river.

Earthwork has been practically completed up to the 45th mile from Kasba, and the earthwork on the new Ghât line from this point to Anchra is now in progress.

Bridges are practically completed up to the 44th mile from Kasba. Beyond the junction with the temporary line there are three bridges under erection, which will be completed in May 1889. Level-crossing gate lodges, station buildings and platforms, goods-sheds and staff-quarters, are all completed up to the temporary junction, and all signals, watering arrangements, &c., at this end of the line have been done with the exception of the terminal engine-shed.

The permanent-way has been laid up to the temporary junction, and will be continued along the temporary Ghât line as the earthwork progresses.

The ballasting of the line with brick and stone ballast will be completed before the rains begin.

Tirhoot State Railway.

14. During the year the third or last section of the Kosi Extension, from Bháptiáhi to Pertábganj, a length of 14 miles, was completed and opened for goods traffic on the 1st October 1888, and for passengers on 1st January 1889. With the opening of this section, the construction of the Kosi Extension project, which included a distance of 44 miles from Jhanjharpur to Pertábganj, was completed.

Jorhát State Railway.

15. Owing to changes in the river channels the cold weather line had to be extended ½ mile on the south bank, a service of boats established on the Nigriting Suti and 1¼ mile of line laid down on a high chur in order to reach the nearest point at which steamers could call.

Cherra-Companyganj State Railway.

16. The hill inclines were surveyed during the year for the purpose of remodelling them, as they were found after actual experiment not to have been properly balanced in the first instance. They were subsequently inspected by Sir Guilford Molesworth, who made certain recommendations which are under consideration.

Considerable damage having been done by the last floods to the north abutment of the Tharia Bridge, it had to be entirely rebuilt. Work was half done at the close of the year.

The Bordeokhal Bridge was completed during the year.

Burma State Railway.

17. A second line was laid between Rangoon and Insein; and the suburban lines were extended about one mile to the west of Godwin's Road wharf as far as the salt godowns. Open line.

By the close of the official year 1888–89, the open mileage had been increased from 333 to 555 miles by the addition of the Toungoo-Mandalay Extension, which during the year has been opened throughout for public traffic. Toungoo-Mandalay Extension.

The following statement shows the dates on which the various sections were opened for goods and passenger traffic respectively:—

Section. From	Section. To	Length.	Date of Opening.	Nature of Traffic.
		Miles.		
Toungoo	Pyinmana	59	1st May 1888	Goods.
Toungoo	Thawati	44	11th July „	Passenger.
Thawati	Pyinmana	15	26th September „	Passenger.
Pyinmana	Yamethin	49	15th November „	Goods.
Pyinmana	Mandalay	161	1st March 1889	Passenger.
Yamethin	Mandalay	112	1st „ „	Goods.

The rails were linked through to Mandalay on the 29th April 1888, but much of the line was laid in the first instance on the cess, and a large number of the streams were crossed on temporary timber bridges. The permanent bridges have now been built and are being run over.

The chief works not quite completed at the end of the year were the following :—

(i.) Erection of fencing and of level-crossing gates and houses on about 40 miles of the 6th Division. The fencing had, however, all been delivered, and the level crossings material was arranged for.

(ii.) Goods sheds at Yamethin and Mandalay. The materials have been received from England.

The Sinthe river in the 85th mile gave great trouble during the monsoon. The bed is a quicksand, and it was not found possible to maintain a temporary bridge in it, the result was practically a complete interruption of traffic between the 1st June and the 1st October 1888. There was also for two months a very severe epidemic of cholera during which the works were practically deserted over about 80 miles of the line.

But for these unforeseen contingencies the works would probably have been sufficiently advanced to admit of opening throughout on the 1st January 1889.

The various sections have taken from 16 months to 2 years to complete.

During the bulk of the time about 24,000 labourers found employment on the railway, of whom two-thirds were Burmans.

Trains now run regularly between Rangoon and Mandalay; the time occupied by the mail trains on the distance of 386 miles being 26½ hours. The following speeds have been fixed for these trains, between stations Rangoon-Toungoo Section, 20 miles an hour; between stations Toungoo-Yamethin Section, 17½ miles; Yamethin-Mandalay Section, 15 miles. The reason for the lower speed on the Yamethin-Mandalay Section is that the banks have not yet sufficiently settled owing to the much smaller rainfall; after the next monsoon speed may be increased.

The estimate for the line is Rs. 2,04,44,339, and it is anticipated that this amount will not be exceeded.

Madras Railway.

18. During the year under review, the open length of the Madras Railway was 840 miles.

All the pier cylinders of the new Penner Bridge of thirteen 140 feet spans are now bedded except five. Three spans at the north end are completely erected. The erection of three more spans is in progress in the bed of the river. The approaches are nearly completed.

The new bridge over the Chitrávati River of nineteen 140 feet spans—each pier consisting of a pair of iron cylinders 12 feet in diameter—is making good progress. Eight piers are now bedded on rock, and the remaining piers are well advanced. The south abutment is being built on open foundations; rock has been reached and the masonry commenced. The north abutment will rest on iron cylinders. The girders are being erected between the piers in the bed of the river. The approach on the south side is nearly completed, and the minor bridges therein are finished, but the rails are not yet laid.

The Pápaghni bridge of fifteen 140 feet spans will not be commenced, as at present arranged, until the Pennér bridge has been completed.

The Kallai bridge of three 130 feet spans, resting on iron cylinders 12 feet in diameter, carried to a depth of 53 feet in No. 1 pier and 62 feet in No. 2 pier, below the bed of the river, and resting on clay, is all but completed.

The Ferok bridge of six 130 feet spans was opened for rail traffic on 5th March and for road traffic on 16th July 1888.

At Beypore, the old station buildings have been demolished, and the portion of the line between that station and Kadalundi is being taken up.

The additions and improvements to the Ráichúr station are in progress, and will be shortly completed.

The platforms and through sidings at stations are being lengthened to accommodate mixed trains, about 12 stations being taken in hand in each year; and loading banks and lay-byes are being gradually provided where required. Station-masters' houses and porters' lines are being constructed, where necessary, at the rate of about five per annum.

Three trial stations were opened during the year under review, *viz.*—

At Vállur (between Krishnápuram and Kamalápuram) in the 172nd mile, North-West line.

At Devangoondi (between Malúr and Kadgodi) in the 200th mile on the Bangalore Branch.

At Edakkolam (between Kuttipuram and Tirúr) in the 382nd mile, South-West line.

A new crossing station is being constructed at mile 155, North-West line, in order to divide the distance of 14½ miles between Vontimitta and Cuddapah, and two new ones have been opened at Múlánúr and Patchur on the Bangalore Branch. A turn-table has been erected at the former station, thus enabling assisting-engines on the ghât to return to Jalárpet instead of having to run on to Kuppam, a distance of eight miles, to be turned.

South Indian Railway.

19. The open length of this railway is 654 miles. The Pondicherry Railway from the Gingee river to Pondicherry, eight miles in length, and the Nellore Branch of Villupuram-Dharmavaram Railway, 83 miles in length, are also worked by the South Indian Railway, making the total length worked 745 miles.

The 11 additional spans of 30 feet to the Gingee bridge are now completed and the bridge reopened for traffic. The addition of five 100 feet spans to the Gadilam bridge will be commenced shortly; the construction of the temporary diversion is in progress.

The causeway from mile 45 to mile 46 in the Pálár valley has now been pitched, which completes the provision made for extraordinary floods at various points of the line.

On 30th June 1888 it was reported that 134¼ miles of the new 50 lb. permanent-way had been laid, and on 28th February 1889, 189¾ miles, or an additional 55½ miles in eight months.

The goods-shed extensions at Egmore (Madras) are now completed and are satisfactory.

A new station building has been erected at North Kolatúr, which was formerly a trial station.

Plans are being prepared for the re-arrangement of the Villupuram station in connexion with the Villupuram-Dharmavaram line, now under construction.

Great Indian Peninsula Railway.

20. The doubling of the railway between Bhusáwal and Khandwa, 76¾ miles, has been completed, and the double line is open for traffic. Of the section Bhusáwal to Shegaon, 64 miles in length, 17½ miles are completed and open for traffic, and the work on the remaining portion is being pushed forward.

The new station at Manmád, which was completed at the end of last year, has been brought into use.

The new goods yard at the Victoria terminus is in hand.

The designs for the new station at Byculla are being re-considered with a view to reduction of expenditure.

Bombay, Baroda and Central India Railway.

21. The deepening of the gun-carriage basin at Colába is nearly finished, and the scheme for improving the existing accommodation for landing and dealing with stores, especially those belonging to the Rajputana-Malwa Railway, is in progress. **Main line.**

A new running-shed and locomotive yard at Parel were finished and have been brought into use.

The construction of joint staff-quarters for the Bombay, Baroda, and Central India and Great Indian Peninsula Railways joint staff at Dádar junction is in progress.

A new passenger station at Bándra was completed, and the new sidings are in progress.

A new station at Santa Cruz was finished and taken into use.

The improvements in the watering arrangements at the Sábarmati river are in progress.

The renewal of the line with steel rails and the gradual improvement of the ballast were continued during the year.

Darjeeling-Himalayan Railway.

22. No important works in progress. A covered way at Loop No. 2 is in progress, to replace the original timber bridge.

Bengal and North-Western Railway.

23. The work of raising the loop line between Sonepore and Bunwárchak 4 feet above flood level was finished during the year, and this section has been ballasted and completed like the rest of the permanent line.

Flood level in the Gangee rose to the bottom of the girders of the Gangee bridge during the past rains. Arrangements have been made for raising this bridge 3 feet.

On the loop line the Mahi pile bridge, eight spans of 62½ feet, was completed and opened for traffic during the year. By the opening of this bridge and the raising of the Sonepore-Panapur section of the loop line, the loop line is now available for the running of trains throughout the year.

Two new sidings have been laid in at Sonepore station. These were necessary to meet the traffic from the Tirhoot State Railway and to enable the special traffic of the Sonepore *Mela* to be satisfactorily worked.

At the Digha transhipment yard the platform, goods shed, and 3 miles of railway, with the approach line from the river, have been completed during the year.

The extension of the goods shed at Mankapur was completed during the year.

The Swami Narayen Chupia flag-station was opened for traffic in July last.

At Maghar flag-station a loop siding has been put in, and distant-signals with a home-signal have been provided, and the station will now be opened for goods traffic.

The Domingarh station, office, and sidings were completed, and the station has been opened for traffic.

During the year six blocks of staff-quarters for the locomotive menial staff were built at Gorakhpur, and quarters were built at Swami Narayen Chupia for the station-master.

Rohilkhand-Kumaun Railway.

24. Considerable renewals of Huldu sleepers by Sál were carried out during the year.

Delhi-Kalka Railway.

25. This line, commencing from the East Indian Railway station at Delhi, runs through the district of Kurnal and along the west bank of the Jumna to Umballa, and thence to Kalka. The length of line is 162 miles.

The line is being constructed by a company.

Thatôn-Duyinzáik Railway.

26. The railway has been working without interruption during the year.

His Highness the Nizam's Guaranteed State Railway.

27. On the 31st March 1888, 274½ miles of railway, from Wádi to Dornakal, including the mineral branch, were open for public traffic, and 7½ miles were in course of construction.

During the year under review the line from Dornakal to Bóná Kálu and from Bóna Kálu to Bezváda, a distance of 76 miles in all, was opened for public traffic, the former on the 5th August 1888, and the latter on the 10th February 1889.

The line from Secunderabad to Bezváda, including the branch line to the mineral terminus, is constructed for a single track and laid with 66¼ lb. steel rails and pea-pod sleepers.

The heavy floods during last year indicated that the Wyra and Cutlair bridges, as then designed, did not afford sufficient waterway, and consequently they had to be altered, the former from six spans of 60 feet and the latter from three spans of 60 feet to eight spans of 60 feet each, and the embankments had to be raised 2 feet at the

Cutlair bridge. The bridge over the Singareni river had also to be altered from five spans of 20 feet each to three spans of 40. All the bridgework is completed, except that over the Cutlair river, which has been delayed partly owing to the prevalence of cholera and partly on account of the additional ironwork subsequently found necessary.

Jodhpore State Railway.

28. During the year the converting of the Khari river causeway into a low-level bridge, like that which crosses the Luni, was completed; the works also of raising and bridging the line in the 13th, 14th, 18th, and 19th miles, and of altering the alignment in the 10th and 11th miles, were finished before the rains.

Rajpura-Bhatinda State Railway.

29. The Rájpura Patiála Section continued to be worked by the North-Western Railway.

Patiála-Bhátinda Extension.

The field work of the survey of the extension from Patiála to Bhátinda was completed during the previous year; detailed estimates, amounting to Rs. 75,42,278, were submitted for sanction in May 1888, and subsequently accepted by the Government of India for Rs. 56,28,674, exclusive of rolling-stock and workshops, as it is intended that this section shall also be worked by the North-Western Railway.

The length of the line is 92¼ miles, and work was set in hand in April 1888. During the year the earthwork and the brickwork of all the bridges has been completed. The formation is ready for laying the permanent-way throughout. The first engine with permanent-way material ran through to Nabha, 15¼ miles, on the 17th March 1889. It is expected that the line will be laid through to Bhátinda by the end of June 1889.

The stations and offices and staff-quarters are practically complete. Station machinery is expected from England during the month of March 1889, and will be all erected by the time the rails reach Bhátinda. The line will probably be fit to open by the end of July 1889.

Jammu and Kashmir State Railway.

30. During the year the work on the Jammu and Kashmir State Railway was commenced throughout from Sialkot on the North-Western Railway to the left bank of the Tawi river, near Jammu.

The earthwork was completed, the bridges and culverts are in hand, and seven miles of permanent-way have been laid.

Proposals are under consideration for prolonging the line over the Tawi river into Jammu.

His Highness the Gaekwar's State Railways.

Kherálu Extension.

31. An extension of His Highness the Gaekwar's Mehsána-Vadnagar Railway from Mehsána to Kherálu, 27·73 miles in length, has been completed.

Mehsána-Viramgam line.

The connexion between the metre-gauge systems of Kathiawar and Rajputana has been materially advanced during the year, His Highness the Gaekwar having agreed to provide the funds necessary for building a metre-gauge line from Mehsána on the Rajputana-Málwa Railway to Viramgam on the Wadhwan Branch of the Bombay, Baroda, and Central India Railway. The line is to be constructed and worked by the Bombay, Baroda, and Central India Railway Company on terms similar to those on which it undertook the Mehsána-Vadnagar Railway. The works are now in progress. When this line is finished there will only remain the short piece between Viramgam and Wadhwán to complete through metre-gauge communication.

Bodeli Extension.

An extension of His Highness the Gaekwar's Railway (2′ 6″ gauge) from Báhádarpur to Bodeli towards Chhota Udepur, a distance of 13 miles, was commenced in November 1888, and has made fair progress.

Anand-Petlad Branch.

A broad-gauge line from Anand station to Petlad was also commenced in January 1889, and is in progress, the cost being defrayed by His Highness the Gaekwar. Estimates have also been submitted for a broad-gauge line from Nadiad station to Sojitra and Piploe and onwards to Petlad, also for extending the Anand-Petlad Branch to join this line at Sojitra.

Jetalsar-Veraval Extension.

32. The Jetalsar-Junágarh portion of this extension was completed and opened for traffic on the 1st September 1888. The Junágarh-Verával length was opened for goods traffic on 1st November 1888, and for all other traffic on 1st February 1889.

Dhoraji-Porbandar Extension.

The bridging of the Oojet Valley will probably be completed by the end of May. The embankments and cuttings are practically complete, and the bridging well advanced. Six stations are completed; the remaining five will be undertaken during the rains. By the end of 1888-89 the rails had reached 55 miles from Dhoráji, and a few miles have been laid from Porbandar Dock, leaving a gap of 15 miles.

CHAPTER III.

Lines under Survey or Projected.

North-Western Railway.

The route for an extension of the North-Western Railway from Peshâwar to Jamrud was surveyed and estimated for, and Government has decided that the extension is to be made for military purposes.

Projects for certain additions which were required on the main line and frontier railways for enabling large bodies of troops to be mobilised, and which included increased watering arrangements, extra sidings, and additional crossing stations were prepared* during the year in consultation with the military authorities. The cost of these improvements is Rs. 16,70,492.

Sind-Pishin State Railway.

2. A proposal for reducing the grade from 1 in 40 to 1 in 60 between Sibi and Kachh Kotal, excluding the Chappar rift, was approved by Government, and a survey of the first section from Sibi to Nâsak frontier was completed. The field work of the second section, Nâsak frontier to Dirgi, is nearly completed.

Wardha Coal State Railway.

3. A reconnaissance was made for a line between Raipur on the Bengal-Nâgpur Railway and Warangal on His Highness the Nizam's State Railway.

Lucknow-Sitapur-Sihrámau State Railway.

4. The extension of the Lucknow-Sitapur-Sihrámau State Railway to Mailani was discussed, and also the prolongation of the line to effect a junction with the Bareilly-Pilibhit State Railway.

North-Western Provinces and Oudh.

5. There were no railway lines under survey, but a project for a steam tramway from Shahjehanpur to the town of Khotar, a distance of about 33 miles north-east of that place, was favourably considered and received the approval of Government. The project has been submitted by a private company.

Eastern Bengal State Railway.

6. The Bengal Central Railway Company completed a survey from Singia, 84 miles from Calcutta to Madaripur, a distance of 57 miles. A survey of the River Pudda from Rhyta to Furreedpore was also made.

Tirhoot State Railway.

7. It is now proposed to extend the line from Pertábganj further on to the banks of the Kosi, a distance of eight miles, and surveys for this purpose are being made.

The survey of a line from Durbhunga to Sitamarhi, and one from Sakri, a station on the Eastern Branch of the railway, to Joynagar, have been completed.

Burma State Railway.

8. A survey is being made up the Mu Valley for the construction of a railway from Sagain, on the right bank of the Irrawaddy 10 miles below Mandalay, to Mogaung, with a branch to Bhamo. It will serve the rich and fairly populous Sagain and

* Since sanctioned and will probably be completed by the end of 1889-90.

Shwebo districts, and its northern half will open out a country which is at present very inaccessible, but in which there is much good land and valuable timber. Politically it will be a line of great importance.

Two parties took the field in December 1888. The southern party is engaged in actually locating a line which, starting from Sagain, is, if possible, to reach Kangyi, distant about 120 miles. Up to the end of March 1889, 78 miles had been located. The country is represented so far to be generally well cultivated, and to present no engineering difficulties.

The northern party is engaged on reconnaisance work, and the country has been examined from Kangyi to within 50 miles of Mogaung. Up to Mawnaing, near the boundary of the Wuntho territory, there are no engineering difficulties, but masses of hills determine the route which lies in narrow, flat, and generally highly cultivated valleys.

Between Mawnaing and Manle, a distance of about 30 miles, the ground is broken, but two routes appear to be available. The western route leads over the Tatlwin pass, across which there is a cart track; this pass is only 380 feet high. The eastern route has not yet been examined throughout, but it is hoped that it will be examined before the close of the season. It is probable that this will be found to be the best route for the railway. The line would run through a gorge formed by the Thaychoung, a stream which runs from south to north into the Meza.

North of Manle, so far as the party has worked, there are no difficulties except what the forest presents.

A traverse has also been run between Manle and Katha on the right bank of the Irrawaddy, and there will be no difficulty in connecting these two places by a railway.

The country inland from the Irrawaddy has not yet been examined between Katha and Bhamo, and very little is known about it; it is believed to be practically all covered with forest, with scarcely a village in it. Should this branch be made, it should probably keep north of the Irrawaddy, and this will place the terminus on the opposite side of the river to Bhamo.

The best point for it appears to be 5 or 6 miles above Bhamo, as near Bhamo the river is very wide, being broken up into a number of channels, which are very dry, or carry little water, except during the monsoon.

It is hoped the survey parties will have completed their field work before the end of May.

State Railway Surveys in Madras.

9. The working survey and estimate for the Máyavaram-Mutupet line will be completed shortly, and proposals are under discussion to enable the Tanjore District Board to finance the project.

His Highness the Gaekwar's State Railway.

10. A branch from Mehsána to Patan is under survey.

Bhávnagar-Gondal-Junágarh-Porbandar State Railway.

11. Two short surveys have been carried out for the Junágarh Durbar, one from Jetalsar junction to Nawa, and the other from Verával to Patan Somnath.

Delhi-Kotri Railway.

12. A reconnaissance of this project has been carried out. The report is under consideration.

Delhi-Kalka Railway.

13. A survey of the length between Delhi and Umballa was completed during November and December 1888. The portion of the line between Umballa and Kalka had been previously surveyed under the orders of Government, and the staking out of this length was at once taken in hand by the Company. The acquisition of land and the necessary preliminaries for commencing work of construction between Delhi and Kalka are expected to be completed by April 1889.

Aden Railway.

14. A survey has been made at Aden for a line to connect Sheikh Othman, a settlement outside Aden, with Steamer Point, a distance of about 11 miles; a short branch line to the Crater is also projected in order to place the new forts in communication with the Arsenal.

Plans and estimates for the project are at present under consideration.

Bengal and North-Western Railway.

15. A preliminary survey was made for a branch line from Chupra to Revilganj, and the plans and estimates are under preparation.

Jodhpore State Railway.

16. A survey is being made for a line to connect Jodhpore with Kuchámán Road station on the Sámbhar Lake; this line will pass about nine miles north of Merta and through the Makrana marble quarries.

A survey is also to be commenced from Phalodi to pass through Nagore to Bikaneer, the part of the railway passing through the Bikaneer State to be paid for by the Bikaneer Durbar and, if constructed, to belong to that State.

Bhátinda-Bhawalpur State Railway Surveys.

17. The Bhátinda-Bhawalpur project in connexion with the Patiála-Bhátinda Railway, would shorten the distance now run over by the North-Western Railway between Umballa and Kurrachee by 122 miles. There is no local traffic worth mentioning, but the through traffic from Kurrachee may make its construction advisable.

A trial survey was completed up to Minchinabad the previous year. The remainder of the survey was finished by the end of January 1889.

The survey was carried on to Samásata on the North-Western Railway, eight miles beyond Bhawalpur, and 217½ miles from Bhátinda, it being considered advisable to effect a junction at Samásata in preference to Bhawalpur.

CHAPTER IV.

COLLIERIES.

East Indian Railway.

The fuel supply for the whole of the East Indian Railway is obtained from the collieries at Kurhurbaree and Serampore belonging to the undertaking. An extension of the Barákar Branch across the river of that name has been proposed. This extension would facilitate the despatch of a large quantity of coal from the Damuda field now being worked and is in the direction of Jherriah, an extensive field of coal as yet unworked.

During the first half of 1888, owing to strong demand, the despatches of coal from the collieries of the undertaking exceeded by 16,000 tons the highest previous record, and taxed their resources to the utmost. The rolling stock, proving insufficient, had to be supplemented by some hundred bullock carts.

In the latter half of the year, owing to the falling off of traffic, the demand for coal was much less and the output had to be restricted accordingly, short time being worked during August and November.

The total out-turn for the year of all sorts of coal was 308,796 tons, and the despatches amounted to 278,065 tons including coke. This is the largest out-turn of coal ever made and exceeds that of 1883 by 796 tons.

The stock on hand at the end of the year was 15,470 tons.

The cost of out-turn was Rs. 1-11-0 per ton for the first half of the year and Rs. 1-12-0 for the second. The rate of issue to departments was as under:—

	1st half.			2nd half.		
	Rs.	A.	P.	Rs.	A.	P.
Steam	2	2	0	2	8	0
Steam, Bhadooah	2	0	0	2	0	0
Rubble	2	0	0	2	4	0
Smithy	1	4	0	2	0	0
Soft coke	2	8	0	2	8	0
Hard coke and foundry locomotive	2	8	0	2	8	0

The out-turn of hard coke was 23,073 tons, most of which was used at the Jamalpore foundry, where the demand has largely increased owing to the manufacture of "Denham and Olpherts" sleepers. The new coke ovens, with old rail floors drawn mechanically in one block, have given great satisfaction.

Substantial renewals and repairs to pumps, engines, boiler seatings, chimneys and engine foundations have been carried out and charged to revenue. The electric light installation, after working well for some weeks at Serampore colliery, failed owing to defective fittings.

The progress in sinking the new Jubilee pit has been slow. The upper portion is being lined with concrete for 115 feet down to keep out surface water, as this will be a deep pit.

There have been four fatal, 24 serious, and 62 slight accidents during the year. The general health has been good with no serious epidemics. There has been no difficulty about procuring labour.

The outlay on the Kurhurbaree and Serampore Collieries to 1st January 1880, was met from revenue. The capital account consists of Rs. 3,05,154 paid to the Company as moiety of valuation on 31st December 1879, *plus* subsequent outlay to end of 1888, amounting to Rs. 4,21,370, making a total debit to capital of Rs. 7,26,524.

Cherrapunji.

2. Coal is excavated at the Cherrapunji coal fields solely for the purposes of the Cherra-Companyganj State Railway, and is delivered at Theriaghát at a cost of annas 8 per maund, or Rs. 13-9-9 per ton. The coal is of a very superior quality. It contains very little sulphur and burns like Cannel coal giving out great heat, and is admirably suited for steaming purposes. The total consumption on the railway during the year 1888–89 will be 150 tons. No coal is at present excavated at Mausmai partly owing to the absence of proper communication, but principally because the coal obtainable

there is nearer the surface and does not possess the same burning qualities as the Cherrapunji coal.

3. The mines at Makum are three in number, viz., the Thikak, Upper Ledo and Ledo Valley. The cost of winning the coal by the open quarry method of working has been found too expensive and this work has been closed. All operations are now under ground. The more the coal is known and used, the better it is appreciated, and it is gradually finding its way into general use both for Marine and for railway purposes; and some steamer lines, including the Peninsular and Oriental Company, are taking large quantities. Contracts are being negotiated with the British India Steam Navigation Company for supplying coal to their steamers. Makum.

The total output for the year was 101,527 tons.

4. The revised capital account of the Warora colliery is Rs. 16,27,860, certain charges erroneously debited to the Wardha Coal State Railway having been transferred to Colliery Capital Account. The output during the year ending 31st December 1888 was 134,326 tons as compared with 110,715 tons in 1887, or an increase of 23,611 tons. The earnings during the year amounted to Rs. 5,54,994, and the working expenses to Rs. 4,38,598. The earnings would have been larger than they were, had it been possible to increase the output, as the supply was short of the demand. The contractors who raised the coal during the greater part of the year are chiefly men of no substance, and they could not increase their gangs to the extent necessary to fill the workings. Arrangements have, however, now been made with a contractor of some standing who is possessed of capital and who has had considerable experience in carrying out works, and has at his command a large amount of labour, and it is hoped that the output in the current year will fully meet the demand. Very large savings have been effected in the working of the mine by reductions of establishment. Warora.

The fires in the mine gave some trouble, but the precautions taken to prevent spread were successful. Arrangements are now being undertaken to cut off and isolate the fire area by the construction of a number of masonry dams behind which water will collect, and the spread of the fire be prevented.

5. The total output for the year at Mohpani amounts to 23,442 tons against 18,265 tons for the year ending 31st December 1887, showing an increase of 5,177 tons in 1888. Mohpani.

The largest output of any one mine appears to have been 3,242 tons. The largest part of the output, as in last year, came from the south river workings.

The ventilation was on the whole good, considering that it is all natural ventilation and taking into account the many ups and downs it has to be coursed through faults. A small fan to assist ventilation has been indented for.

Nearly all the coal from the present workings is drawn to the surface at the No. 2 staple drift, only a small quantity from the No. 1 seam being drawn at the Helen pit.

All water, except that from the old fire workings, is drawn at the Helen pit in tubs.

Though the present faces are being cut off there have been more working faces this year than there have been for some time, and now the Manager expects to be able to give an average output of 2,000 tons per month.

6. The capital outlay on the Umaria Colliery to the end of 1888–89 is Rs. 7,70,437. The approximate expenditure is given at Rs. 1,51,374, and the receipts at Rs. 1,69,804 for the year. Umaria Colliery.

The output for 1888–89 was—

	Tons.
Large coal	33,767
Small coal	16,113
Total	49,880

This is 24,532 tons more, or nearly twice as much as in the previous year.

The current monthly orders are—

Great Indian Peninsula Railway	1,600 tons a month.
Indian Midland Railway	1,300 „ „
Bengal-Nágpur Railway, say	120 „ „
Other orders, say	120 „ „
Total	3,140 tons large coal.

The present output is more than this. The price which has been charged is Rs. 5-8 a ton in waggons, but a reduction in this price is contemplated. Considerable additions have been made to the plant and appliances.

Further experiments to determine the comparative economic value of the coal will be made on the Indian Midland Railway when the line is opened through between Manikpur and Jhansi. Experiments are also about to be made with Umaria coal in the East Indian Railway collieries at Kurhurbaree to test its cooking value.

The rate per ton of output came to Rs. 3·07 against Rs. 4·27 in 1887-88. At the end of March last about 3,000 tons of large coal were stacked at pit-head.

The future prosperity of the colliery as a commercial undertaking is dependent on an increased demand for the coal being developed. It is probable that, without any great strain, from 66,000 to 70,000 tons of large coal could be raised during the current year from the mine, and if sale for this quantity could be obtained, the selling price could be materially reduced. The extent to which it could be reduced cannot be definitely settled till it is known what effect the washing of the small coal, for which purpose an apparatus was obtained from England and is now practically ready for work, will have in improving the quality of it. It may be mentioned that there is a prospect of a market being found for it amongst the lime-burners at Katni. It is said that 10,000 tons of calcined lime-stone are despatched yearly from Katni, and it is calculated that to produce that quantity 7,000 tons of coal would be necessary. The belief has been general that three tons of it were required to produce one ton of lime, and it is hoped they will see the advantage of using it when they realise that one-fourth of that quantity is sufficient. The Indian Midland Railway have intimated their willingness to take 4,000 tons per month from the 1st January 1890, provided a material reduction is made in the rate. If the rate per ton is reduced to Rs. 5, it appears probable that Umaria coal can successfully compete in price with Bengal coal at nearly all the Indian Midland depôts. But allowance must be made for the fact that in respect to quality, the value of Bengal coal to Umaria is probably as 4 to 3.

200 tons of coal were sent to the Oudh and Rohilkhand Railway in February last for experiment.

The expenses in connexion with the management and working staff have been considerably reduced during the year. The workshop and subordinate colliery staff, such as mates, firemen, &c., have been very largely reduced without impairing efficiency, and considerable economy has been effected in the matter of minor charges. It is probable now that the colliery is being worked in an economical and efficient manner that the cost of output will ere long assimilate to the rates that obtain at the Bengal mines more closely than has hitherto been the case.

Bengal-Nagpur Railway.

7. So much has been written about coal measures on the line of the Bengal-Nagpur Railway that an erroneous impression seems to have gained currency that the railway passes through, or close to, a succession of more or less valuable coal fields, whereas the Umaria Colliery is the only good one at present known on, or near, the railway.

Coal occurs on the line at the field referred to as the Rampur or Chhattisgarh field, including the Hengir, Korba, and Mand out-crops, but the reports of trial borings and trial pits, and of the coal, or rather the coaly shale, extracted from them, have been uniformly unfavourable. The following is an extract from the latest opinion of the Director of the Geological Survey, on the results of the trial pits sunk near Hengir last year:—"I cannot therefore hold out any further hopes, but am obliged to condemn "the field altogether, and so am bound to advise that no further attempts be made by "the Central Provinces Government in the way of trial pits."

The construction of the branch of seven miles from Damuda station, on the left bank of the Damuda River, to the collieries of the Equitable Coal Company, the Bengal Coal Company and others, is in progress. It is expected to be ready for traffic before the rainy season of 1889.

Singareni Colliery.

8. The average daily output of round coal at the Singareni Colliery for January 1888 was 18 tons, and for the month of March 1889, 177 tons.

The total out-turn for the twelve months ending 31st December 1888 was 13,382 tons, and for the three months ending 31st March 1889, 10,051 tons of round coal.

In May 1888 the sinking of three vertical shafts commenced, and two of these succeeded in reaching the "King" seam in October following, and the third in March of the current year.

In January 1889 sinking commenced on three new inclines, and three vertical shafts to the "King" seam; and in the meantime hoisting machinery is in course of erection for raising the produce to surface, while arrangements are being made to connect these new winnings by means of an endless rope tramway with the heapstead at No. 1 incline, which is situated by the side of His Highness the Nizam's Guaranteed State Railway.

During March 1889 a census was taken of the workpeople, when it was ascertained that 4,864 adults were employed on these works.

In April 1888 the works were suspended owing to an outbreak of cholera, which carried off several of the workpeople. The medical officer has since paid careful attention to the sanitation of the area occupied by the workpeople, and the dense jungle has been cleared away for some distance around the works.

Waterworks have also been constructed at a distance of 3½ miles, and an abundant supply of pure water is daily pumped up to the works.

Scurvy has now disappeared, chiefly owing to the medical officer having adopted a system of supplying the workpeople daily with green vegetables from his garden.

A large and commodious workshop has been erected, fitted with efficient machinery, capable of dealing with any breakdown which may happen to the winding and hoisting machinery.

A pair of coupled air compressing engines and two Lancashire boilers have been erected for driving under ground pumping and coal cutting machinery.

A powerful ventilating fan, capable of supplying 120,000 cubic feet of air per minute, is shortly to be erected. In the meantime two large furnaces have been built under ground, which keep the workings healthy and free from deleterious gases.

9. At Dandot the engine and boiler houses for the head works of the two inclines, a permanent store building, a hospital and certain staff and other quarters were erected during the year. Dandot Colliery.

The rope inclines were completed this year. The top of No. 1 incline was also connected with the screens, and thence with the main mine by a tramway carrying a double line of 2 feet gauge.

The ventilation shaft was also completed this year. Great trouble was experienced in maintaining the sides in the lowest portion in shale, and as a final resource this section had to be solidly concreted, and a new length driven upwards on the slant, masonry lining being carried up simultaneously.

Work in opening out the main mine was pushed on as actively as possible, but was retarded for want of ventilation, and by heavy falls which occurred in the main way owing to the treacherous nature of the roof, so that coal extraction of this mine only commenced late in February.

The advance heading for the low level drainage tunnel, designed to strike the lowest point in the Dandot basin, was started late in May, and 720 feet have now been driven by hand power.

During the year 15,200 tons of coal were extracted, of which 1,052 tons were used on the colliery and 11,080 tons were despatched to consumers.

The average cost per ton gross for coal delivered at mine mouth was Rs. 8-5-0, whilst for coal actually despatched, including carriage by pack animals, down hill to Kalapani, the cost was Rs. 12 per ton.

Early in May it was found that the method of extracting coal by pillar and stall work was quite unsuitable for the Dandot seam, since which time this method has given place to long wall working which has proved a success, and areas previously abandoned are now being worked.

The probable output of serviceable coal in 1889–90 is put at 30,000 tons.

The block account sanctioned for these works is Rs. 5,00,000.

10. The coal seams at Khost lie on the right bank of the Mangi River at a distance of from ½ to 1½ miles from the Sind-Pishin Railway. Khost Colliery.

There are five seams in all, highly inclined and varying in thickness from a few inches to 7 feet, but the only seam which has as yet proved to be of any practical value is the one known as the Khost seam, which averages about 2 feet in thickness. The outcrop of this seam has been traced for 8 miles, extending from Killa Ali Khan on the east to Killa Hakim Khan on the west, respectively distant by railway mileage from Ruk Junction 213½ and 221½ miles.

Where the seam is regular it dips to the south at an angle of from 45° to 52° and has a clay parting from 2 to 16 inches thick, the upper layer of coal being 10 inches and the lower 16 inches in thickness.

The outcrop between Killa Ali Khan and Khost is being worked by Native contractors, and the coal is carried to Khost station by donkeys.

The output to date amounts to 4,943 tons:

	Tons.
In 1887 - - - -	420
„ 1888 - - - -	2,801
„ January and February 1889 - -	1,022
Estimated for March 1889 - - -	700
Total - -	4,943

Experiments made with this fuel show that the Khost coal lately supplied from the outcrop is well suited for locomotives on the level.

In the vicinity of Khost over 100,100 tons of coal can be easily worked without machinery, but at present it is contemplated to work only about half that quantity in the hill opposite to, and half a mile from, Khost station, where half a mile of outcrop is exposed, the highest point being 4,502 feet above sea level and 415 feet above the river bed.

The coal at present costs Rs. 11 per ton delivered into railway trucks at Khost, but it is estimated that when the colliery is in proper working order, it can be turned out for Rs. 9.

The cost of Welsh steam coal at the nearest changing station (Sharigh) is not less than Rs. 32 per ton and patent fuel about Rs. 35.

The block account sanctioned for these works is Rs. 1,00,000.

Khattan Oil Works.

11. The beginning of the official year 1888 found all the petroleum works staff engaged at Khattan, a part of them in sinking a boring at Sheakuch, and the others drilling at Nos. 3 and 4 borings at Khattan.

The boring at Sheakuch during the month of April 1888 was drilled to a depth of 535 feet, with one or two small shows of oil towards the bottom, but it had to be suspended through drought.

The water difficulty gave trouble at Khattan also. Here the water used in the steam-boilers was taken from the sulphur springs, a mile below the borings, and being charged highly with minerals gave constant trouble in boiler-cleaning and replacing damaged boiler tubes.

Early in May No. 4 boring, at that time a little over 700 feet deep, was abandoned.

A very large saving to the Government of India is anticipated by the supply of crude fuel oil, which will be furnished from Khattan to the important frontier works now in progress in North Beluchistan, and 3,000,000 gallons are being supplied to the Khojak tunnel works.

A sufficient length of 4½″ oil line pipe, with suitable pumping engines of the Worthington pattern, has been imported from England to lay and work a line from Khattan outward through the Chakar gorge to Koura Duff, an estimated distance of 10 miles. Both the engines and the pipes are now in Kurrachee. The present arrangements, however, for supplying 3,000,000 gallons of oil to the Khojak works will afford an opportunity of gauging the yielding powers of the Khattan wells when pumped continuously, and it is not considered advisable to actually lay the line until this information is gained. There is every indication, however, that the wells are capable of yielding a very large production for a long time to come.

Successful arrangements have now been made, by laying 10 miles of 1½″ piping from an opening at Wazi higher up the valley, for an ample supply of fresh water at Khattan, thus overcoming one of the chief obstacles to the successful working of the oil works there.

Shoran.

Towards the end of May Mr. Townsend, the Superintendent of Petroleum Operations, was instructed to visit and report on the probabilities of Shoran, in the Khan of Khelat's territory, as an oil field, and between the 1st and 8th of June an examination of the locality indicated was made, and a report forwarded, which was in favour of making a trial boring. Eventually Mr. Townsend received orders to make a trial boring at Shoran, and the requisite plant, tools, and machinery were sent to Bellput by rail.

Kirta.

However, about this time the existence of "stuff" near Kirta in the Bolan Pass, which was in many respects like that which led to the discovery of oil at Khattan, was reported, and as the indications at Kirta appeared to be quite as good as those

at Shoran, and the work of testing by borings could be done much sooner and more cheaply at Kirta than at Shoran, the Government of India ordered the transfer of plant and tools from Bellput to Kirta to make tests there instead of at Shoran, and drilling at Kirta was begun on the 10th February.

This boring at the end of the year, viz., the 31st March, was down to 360 feet, at which depth a very good show of oil was obtained below a thin stratum of limestone.

There is a fair hope of the Kirta locality furnishing a supply of oil in paying quantities, as the geological features are favourable and are a repetition of those existing at Khattan, the chief difference being that the oil appears there on rocks about 1,000 feet higher, geologically, than at Khattan.

12. No operations or important events connected with the coal found in the Kali Valley on the Chindwin river in Upper Burma have occurred in 1888–89. Upper Burma.

CHAPTER V.

Stores and Rolling Stock* (Capital).

Stores.

Expenditure in England.

The total expenditure on State Railway Stores† contracted for in England, through the agency of the India Office, during the 12 months ended the 31st December 1888, has been—

	£
A.—Iron bridgework	53,870
B.—Engineers' plant	16,715
C.—Workshop machinery	10,835
D.—Permanent-way	359,426
E.—Locomotive and rolling-stock	268,317
F.—Station materials and fencing	48,590
G.—Tools and stores	80,493
Total	838,246

Expenditure in India.

2. The total expenditure incurred by the Port Storekeepers at Calcutta and Bombay, on account of State Railway stores purchased locally during 1888–89 was as follows—

	Rs.
Calcutta	5,99,500
Bombay	85,500
Total	6,85,000

Cost of establishments at ports.

3. The cost of the Port Stores establishments maintained at Calcutta and Bombay for the year 1888–89 has been—

	Rs.
Calcutta	21,000
Bombay	26,700
Total	47,700

Owing to the high cost of the Bombay Office and the comparatively little work done at that port, the office of the Port Storekeeper at Bombay has been ordered to be closed at once.

The Port Stores Office at Kurrachee was closed on the 30th June 1887, and the work at that port has been since carried on by the Chief Storekeeper of the North-Western Railway.

Ships employed.

4. The number of ships employed in bringing out State Railway stores† during the calendar year 1888, was—

	No.	Tons.	Approximate Value.
			Rs.
To Bombay	89	10,946	9,10,755
„ Calcutta	82	9,600	16,88,500
„ Kurrachee	71	62,000	82,00,000
„ Madras	14	207	—
„ Coconada	1	1,897	1,29,000
„ Rangoon	42	44,164	48,32,556
Total	299	128,814	‡1,57,60,811

* *Vide* Table of Locomotives and Vehicles on the various lines, pages 42 and 43.
† Including Stores procured for Native State Lines.
‡ Excluding Madras.

5. In 1888–89 the S.S. *Duke of Buccleuch* was lost at sea with 401 tons of steel rails, 73 lbs. per yard, for the Eastern Bengal railways. A fresh contract, amounting to 1,994*l.* 6*s.*, was let by the India Office for the replacement of the rails lost. Insurance.

6. The following table shows the fluctuations during the calendar year 1888 in the value of imported stores held in reserve at Calcutta and Bombay:— Reserve stores.

Port.	Balance on 1st January 1888.	Balance on 31st December 1888.	Decrease.	Increase.	Remarks.
	Rx.	Rx.	Rx.		
Calcutta -	31,154	24,983	6,171	—	The balance at the port of Calcutta includes the value of five locomotive engines kept in reserve.
Bombay -	2,875	—	2,875	—	
Total - -	34,029	24,983	9,046	—	

Rolling Stock.

7. Statements showing details of the number of locomotives and vehicles as well as the total capital cost of the stock on the various lines at the end of 1887 and 1888 are given on the two next pages.

TABLE showing the NUMBER and VALUE of LOCOMOTIVES and VEHICLES on the various LINES.

Railways.	Locomotives.		Coaching Vehicles.		Goods Vehicles.		Brake Vans.		Total Number of Vehicles.		Value of Rolling Stock.		Remarks.
	Number on 31st December 1887.	Number on 31st December 1888.	Number on 31st December 1887.	Number on 31st December 1888.	Number on 31st December 1887.	Number on 31st December 1888.	Number on 31st December 1887.	Number on 31st December 1888.	Number on 31st December 1887.	Number on 31st December 1888.	At the end of 1887.	At the end of 1888.	
5′ 6″ GAUGE.													
STATE IMPERIAL.											Rs.	Rs.	
East Indian (*a*)	576	576	1,208	1,209	8,951	8,952	341	341	10,500	10,502	3,98,86,551	3,99,02,419	
Patna-Gya													
Dildárnagar-Gházipur	—	—	—	—	Worked by the East Indian Railway.				—	—	—	—	
Sindia													
Benares Branch	—	—	—	—	Worked by the Oudh and Rohilkhand Railway.						—	—	
Bengal-Nágpur (*b*)	(*c*) 4	37	11	60	(*c*) 203	1,014	(*c*) 5	37	(*c*) 219	1,111	5,81,377	54,29,658	
Indian Midland	10	46	—	159	352	842	5	52	357	1,053	4,58,832	32,35,946	
Dhond-Manmád	—	—	—	—	Worked by the Great Indian Peninsula Railway.						—	—	
Bhopal Itársi (British section).	—	—	—	—	Worked by the Great Indian Peninsula Railway.						—	—	
North-Western (*d*)	574	584	(*e*) 1,327	1,386	9,297	9,827	423	471	(*e*) 11,047	11,684	4,27,51,747	4,38,59,242	
Bengal Central (*e*)	—	—	—	—	Worked by the Eastern Bengal Railways.						—	—	
Wardha Coal	7	7	13	13	465	405	7	7	425	425	3,87,953	(*f*) 3,34,306	
STATE PROVINCIAL.													
Eastern Bengal Railway	89	90	326	383	1,593	1,860	59	63	1,978	2,306	(*g*) 53,37,394	(*g*) 56,57,265	
Amritsar-Pathánkot	—	—	—	—	Worked by the North-Western Railway.						—	—	
GUARANTEED COMPANIES.													
Madras	156	161	556	571	2,536	2,619	138	146	3,550	3,536	1,38,63,754	1,39,15,643	
Great Indian Peninsula (*h*).	560	560	1,011	1,015	7,783	7,783	571	586	9,365	9,384	4,16,88,379	4,17,30,210	
Bombay, Baroda, and Central India (*i*).	123	123	385	385	3,609	3,604	84	84	4,078	4,073	1,49,48,166	1,49,63,904	
Oudh and Rohilkhand	157	156	401	401	(*j*) 4,390	(*j*) 4,390	102	120	4,893	4,911	1,39,33,671	1,39,92,536	
ASSISTED COMPANIES.													
Tárakeshwar	—	—	—	—	Worked by the East Indian Railway.				—	—	—	—	
NATIVE STATES.													
His Highness the Nizam's Guaranteed.	23	30	100	100	441	631	34	44	575	775	19,02,951	25,03,736	
Khámgaon													
Amráoti	—	—	—	—	Worked by the Great Indian Peninsula Railway.						—	—	
Bhopal-Itársi (Native State section).													
Rájpura-Bhatinda	—	—	—	—	Worked by the North-Western Railway.						—	—	
Total 5′ 6″ Gauge	2,279	2,360	5,338	5,682	39,360	42,127	1,769	1,951	46,967	49,760	18,01,35,625	19,11,37,865	

(*a*) Includes the Sindia, Patna-Gya, Dildárnagar-Gházipur and Tárakeshwar Railways.
(*b*) Includes Katni-Umaria Branch.
(*c*) Revised figures.
(*d*) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(*e*) Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.
(*f*) Decrease due to the write back of the balance of cost of 100 ten-ton coal waggons transferred to Katni-Umaria Branch.
(*g*) Includes the Bengal Central Railway.
(*h*) Includes the Dhond-Manmad, Khámgaon, Amráoti and Bhopal-Itársi State Railways.
(*i*) Includes Patri Branch.
(*j*) Includes 13 Portable cranes.

TABLE showing the NUMBER and VALUE of LOCOMOTIVES and VEHICLES on the various LINES—*concluded.*

Railways.	Locomotives.		Coaching Vehicles.		Goods Vehicles.		Brake Vans.		Total Number of Vehicles.		Value of Rolling Stock.		Remarks.
	Number on 31st December 1887.	Number on 31st December 1888.	Number on 31st December 1887.	Number on 31st December 1888.	Number on 31st December 1887.	Number on 31st December 1888.	Number on 31st December 1887.	Number on 31st December 1888.	Number on 31st December 1887.	Number on 31st December 1888.	At the end of 1887.	At the end of 1888.	
METRE AND SMALLER GAUGE.													
STATE IMPERIAL.											Rs.	Rs.	
Rajputana-Malwa	417	415	(*a*)1,243	1,282	(*a*)7,258	7,258	279	279	(*a*)8,780	8,819	2,06,83,716	2,01,60,371	
Bengal-Nágpur (*b*)	27	72	72	72	752	752	24	24	848	848	13,97,323	13,97,323	
Southern Mahratta (*c*)	107	144	(*a*) 261	362	(*a*)1,546	2,783	62	95	(*a*)1,869	3,240	50,65,606	74,97,276	
Do. Mysore Section.	21	42	103	103	282	446	9	9	394	558	10,07,428	15,77,726	
Villupuram - Dharmavaram, Nellore Branch.	11	10	6	40	212	212	1	8	219	260	4,92,065	5,47,983	
North-Western (*d*)	30	23	19	19	147	117	1	1	167	137	13,39,825	(*e*)12,56,406	
Toungoo - Mandalay Extension.	—	—	—	Worked by the Burma State Railway.						—	—	—	
STATE PROVINCIAL.													
Bareilly-Pilibhit	—	—	—	Worked by the Rohilkhand-Kumaun Railway.						—	—	—	
Lucknow-Sitápur-Sihrámau.	14	13	58	58	(*a*) 263	263	12	12	(*a*) 333	333	7,05,295	(*f*)6,61,733	
Eastern Bengal Railway (*g*).	75	74	265	302	1,292	1,348	47	48	1,604	1,698	(*h*)41,67,267	(*i*)42,78,811	
Nalháti	4	6	10	10	24	24	2	2	36	36	46,916	46,916	
Tirhoot	41	45	135	150	689	889	22	31	846	1,070	19,05,865	22,85,456	
Jorhát	5	5	6	11	70	70	1	1	77	82	1,18,901	1,30,242	
Cherra-Companyganj	2	4	4	4	86	139	—	—	90	143	58,162	92,913	
Burma (*j*)	81	97	348	412	1,779	2,181	67	112	2,194	2,705	36,28,063	60,98,955	
GUARANTEED COMPANIES.													
South Indian	124	124	462	464	2,041	2,166	87	91	2,590	2,721	66,24,077	67,44,667	
ASSISTED COMPANIES.													
Darjeeling-Himalayan	12	12	42	46	97	105	—	—	139	151	3,53,730	3,65,681	
Deoghur	2	2	10	10	(*a*) 10	10	—	2	(*a*) 20	22	74,237	74,237	
Dibru-Sadiya	11	11	14	14	376	376	12	12	402	402	7,02,268	(*k*) 7,01,961	
Bengal and North-Western	60	60	163	163	1,150	1,150	36	36	1,349	1,349	32,41,256	32,59,012	
Rohilkhand-Kumaun	8	8	45	45	183	183	12	12	240	240	6,14,244	6,14,244	
Thatón-Duyinzáik	3	3	8	8	(*a*) 39	38	1	1	48	47	63,000	63,000	
FOREIGN.													
Pondicherry (*l*)	—	—	—	—	—	—	—	—	—	—	—	—	
West of India Portuguese (*l*).	—	—	—	—	—	—	—	—	—	—	—	—	
NATIVE STATES.													
His Highness the Gaekwar's.	6	6	27	30	187	187	6	6	220	223	1,52,533	1,62,233	
His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar.	—	—	—	Worked by the Rajputana-Malwa Railway.						—	(*l*)	(*l*)	
Bhávnagar - Gondal - Junágarh Porbandar.	20	25	110	111	595	623	22	24	727	758	13,78,963	(*m*)12,21,439	
Morvi	7	7	20	24	71	93	2	2	93	119	1,77,749	2,11,266	
Jodhpore	5	5	32	34	101	101	3	4	136	139	3,32,456	(*n*) 3,16,739	
Total Narrow Gauge	1,093	1,168	3,463	3,774	19,250	21,514	708	812	23,421	26,100	5,37,28,945	5,97,60,981	

(*a*) Revised figures.
(*b*) Metre gauge stock belonging to the late Nágpur-Chhattisgarh State Railway.
(*c*) Includes the late Bellary-Kistna State Railway.
(*d*) Includes the stock formerly used on the Salt Branch of the late Punjab Northern State Railway and on the Ferozepore tramway.
(*e*) Decrease due to conversions and transfers.
(*f*) Decrease due to refund by the Bombay, Baroda, and Central India Railway of the amount placed at its disposal to carry out repairs to stock, now being done by the line itself.
(*g*) Represents the figures of the Northern Bengal, Dacca, Assam-Behar, and Kaunia-Dharla State Railways.
(*h*) Includes the cost of rolling stock on the Assam-Behar Section (Rs. 3,76,368), which is not yet open to traffic.
(*i*) Includes the cost of rolling stock on the Assam-Behar Section (Rs. 4,61,831), which is not yet open to traffic.
(*j*) The figures for 1888 include the Toungoo-Mandalay Extension.
(*k*) Decrease due to credits.
(*l*) Information not furnished.
(*m*) Decrease due to recovery from the Junágarh-Verával and Dhoráji-Porbandar Sections on account of their share for combined works.
(*n*) Decrease due to refunds by the Bombay, Baroda, and Central India Railway Company.

Continuous automatic brakes.

8. The question of supplying continuous automatic brakes for use on the severe gradients of the Sind-Pishin Railway and on the inclines between Jhelum and Rawalpindi had been long under discussion, and in order to arrive at a final decision it was arranged to fit up for experiment trains with the Westinghouse and with the vacuum forms of automatic brakes, between which the decision lay. A certain number of the delegates of the Conference of 1888 attended the experiments which were made with these two brakes in the vicinity of Quetta during October, and a report on the subject was drawn up by them and circulated among the rest of the members who had attended the conference.

Subsequently each railway administration was asked to inform the Government of India which form of brake it would prefer to adopt as then advised. The replies received showed a decided preponderance in favour of the vacuum automatic brake, and as two of the principal railway companies in India had already adopted this brake, the Government of India decided to adopt the vacuum automatic system on State railways.

CHAPTER VI.

CAPITAL.

The total capital expenditure on Indian Railways up to 31st December 1888, including lines under construction and survey, amounted to 196,874,108*l.* allocated as follows:—

	£	£
State Railways:—		
Construction, *vide* details on page 48	112,010,678	
Surveys, *vide* page 48	287,806	
		112,298,484
State lines leased to companies, *vide* details on page 52		16,362,370
Guaranteed Railways, *vide* details on page 52		58,107,333
Subsidised Company (Rohilkhand-Kumaun), *vide* page 52		200,000
Assisted Companies		3,669,347*
Native States, *vide* details on page 50		6,236,574†

The rupee expenditure on Guaranteed lines, on State lines leased to companies and on the Rohilkhand-Kumaun Railway, has been converted into sterling at the rates of exchange applicable in each case, but on other lines at 2*s.* the rupee. On State lines the indirect charges are not included.

2. The total amount of capital raised by the various Guaranteed Railway Companies, and for State lines leased to Companies, as far as known, amounted, on 31st December 1888, to 73,607,897*l.*, as under:—

GUARANTEED RAILWAYS.

Particulars.	Madras Railway.	South Indian Railway.	Bombay, Baroda, and Central India Railway.	Great Indian Peninsula Railway.	Oudh and Rohilkhand Railway	Total.
	£	£	£	£	£	£
Share Capital raised at 5 per cent.	8,757,670	3,057,908	7,550,300	20,000,000	4,000,000	43,365,878
Share Capital raised at 4¾ per cent.	999,960	151,044	—	—	—	1,151,004
Share Capital raised at 4½ per cent.	500,000	—	—	—	—	500,000
Debentures raised at 4 per cent.	102,200	—	—	—	1,145,000	1,247,200
Debentures raised at 3½ per cent.	297,800	970,000	888,500	1,847,300	‡1,885,300	5,888,900
Debentures raised at 3¼ per cent.	—	—	100,000	264,000	—	364,000
Debenture Stock raised at 4½ per cent.	—	425,000	—	—	—	425,000
Debenture Stock raised at 4 per cent.	—	—	—	2,701,450	384,700	3,086,150
Capital not bearing interest	12,014	59,453	18,270	63,914	— 31,689	121,962
Total	10,669,644	4,663,405	8,557,070	24,876,664	‡7,383,311	56,150,094

	£
*As per details on page 72, excluding Rohilkhand-Kumaun Railway	3,554,635
Add for lines in course of construction and interest on capital during construction, Bengal and North-Western Railway	114,712
Total	3,669,347

† Exclusive of outlay on sections of the Morvi and His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar Railways under construction not reported.

‡ Excludes debentures to the extent of 1,885,000*l.* discharged during the year from advances made by the Secretary of State.

The Capital not bearing interest is made up thus :—

	£	£	£
Premium on Share Capital and Debentures - - -			419,964
Discount on Debenture Stock—	£		
Stock represented as shown above -	3,511,150		
Cash received - - - -	3,255,148	£	
		256,002	
Discount on Debentures—			
Amount of debentures as shown above	7,500,100*		
Cash received - - -	7,458,100		
		42,000	
Total discount - -			298,002
Balance, excess premium - -			121,962

* Excludes debentures to the extent of 1,885,000 discharged during the year from advances made by the Secretary of State.

STATE LINES LEASED TO COMPANIES.

Particulars.	Southern Mahratta Railway (including Bellary-Kistna Railway).	Mysore Railway.	Indian Midland Railway.	Bengal Central Railway.†	Bengal Nagpur Railway.	Total.
	£	£	£	£	£	£
Share Capital raised at 4 per cent.	*3,491,540	—	2,999,738	—	2,996,326	9,487,604
Share Capital raised at 3½ per cent.	—	—	—	500,000	—	500,000
Debentures at 4 per cent. -	—	—	—	250,000	—	250,000
Debentures at 3½ per cent. -	2,300,000	—	1,000,000	—	1,000,000	4,300,000
Debentures at 3¼ per cent. -	—	—	1,000,000	250,000	407,800	1,657,800
Debenture Stock at 4 per cent.	—	1,200,000	—	—	—	1,200,000
Premium on Debenture Stock.	30,293	24,000	1,695	—	5,781	62,899
Total - -	5,822,463	1,224,000	5,001,433	1,000,000	4,409,907	17,457,803

* 4 per cent. up to 31st December 1890, thereafter 3½ per cent.

† Although for convenience classed among State Railways, this line is the property of the Bengal Central Railway Company, Limited.

3. The following tables contain the information regarding the Capital transactions of State and Guaranteed Railways, which has usually been given in the Annual Reports :—

STATEMENT of DEBENTURE LOANS on 31st December 1888.

RAILWAY.	Amount.		Rate of interest.	Date on which Loan expires.	REMARKS.
	£	£			
GUARANTEED.					
Madras	102,200		4	31st December 1890.	
	97,800		3½	30th June 1892.	
	140,000		3½	30th June 1893.	
	60,000		3¼	31st December 1895.	
		400,000			
South Indian	213,700		3½	1st July 1889.	
	86,100		3½	1st July 1891.	
	150,000		3½	1st July 1892.	
	520,200		3½	1st July 1893.	
		970,000			
Great Indian Peninsula	1,000,000		3½	1st July 1890.	
	2,100		3½	1st January 1891.	
	40,400		3½	1st January 1893.	
	804,800		3½	1st July 1895.	
	264,000		3¼	1st July 1895.	
		2,111,300			
Bombay, Baroda, and Central India.	100,000		3½	5th May 1889.	
	100,000		3¼	31st March 1890.	
	700,000		3½	1st February 1891.	
	88,500		3½	1st August 1891.	
		988,500			
Oudh and Rohilkhand	500,000		3½	1st December 1890.	
	31,000		3½	16th August 1891.	
	1,000,000		3½	1st April 1892.	
	155,000		3½	16th May 1892.	
	615,300		3½	4th June 1892.	
	303,000		3½	16th August 1893.	
	426,000		3½	1st October 1893.	
		3,030,300			
Guaranteed		7,500,100			
STATE LINES LEASED TO COMPANIES.					
Bengal-Nágpur	1,000,000		3½	18th February 1895.	
	407,800		3¼	18th February 1895.	
		1,407,800			
Southern Mahratta	1,445,000		3½	1st October 1891.	
	600,000		3½	1st April 1892.	
	255,000		3½	1st October 1894.	
		2,300,000			
Indian Midland	1,000,000		3½	1st January 1894.	
	1,000,000		3¼	1st July 1895.	
		2,000,000			
Bengal Central*	250,000		4	5th July 1889.	
	250,000		3¼	5th July 1889.	
		500,000			
State		6,207,800			
Total		£13,707,900			

* Although for convenience classed among State Railways, this line is the property of the Bengal Central Railway Company, Limited.

STATEMENT of EXPENDITURE in England and India on Indian State Railways

Railways.	Expenditure Appropriated.			Outlay incurred by Company prior to transfer of Line to Government.	Classification			
	England.	India.	Total.		Preliminary Expenses.	Land.	Construction of Line.	Ballast and Permanent-way.
STATE RAILWAYS CONSTRUCTED AND UNDER CONSTRUCTION.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
IMPERIAL.								
East Indian	—	35,82,32,473	35,82,32,473	33,95,14,682	17,905	4,33,205	39,85,454	54,11,254
Patna-Gya	8,59,348	34,22,113	42,81,461	—	6,904	64,010	7,16,924	23,41,181
Dildarnagar-Ghâzipur	—	7,02,536	7,02,536	—	2,218	9,406	1,32,091	3,35,174
Sindia	14,62,381	77,47,365	92,09,746	—	2,64,859	20,531	51,15,212	21,84,664
Benares Branch	—	5,93,614	5,93,614	5,93,614	Details not known.			—
Rajputana-Malwa	2,37,93,182	6,89,34,536	9,27,27,718	—	18,80,566	8,53,155	2,15,99,899	2,39,82,817
Holkar	34,14,678	95,55,131	1,29,69,809	—	2,16,987	60,004	59,55,507	23,37,698
Rewari-Ferozepore	—	1,26,25,822	1,26,25,822	—	1,02,503	1,12,378	8,42,742	59,95,057
Cawnpore-Achnera	11,41,090	1,01,95,216	1,13,36,306	—	71,578	2,26,981	24,56,129	45,19,400
Villupuram-Dharmavaram	—	4,21,123	4,21,123	—	3,73,929	27,587	5,985	—
" " Nellore Branch	4,11,116	59,59,707	63,70,823	—	48,907	63,527	22,42,214	15,25,051
Bezvada Extension	2,97,848	8,58,389	11,56,237	—	15,819	45,043	2,45,823	5,63,512
Dhond-Manmâd	43,23,650	66,51,464	1,09,75,114	—	1,26,688	97,304	33,51,263	30,20,052
Bhopal-Itârsi (British Section)	—	12,50,000*	12,50,000*	Details not known.			—	—
North-Western	4,68,17,271	27,04,67,457	31,72,84,728	12,37,10,012	24,65,841	15,16,256	6,64,08,536	4,30,20,516
Sind-Sagar, Western Section	67,96,163	1,51,29,897	1,99,26,060	—	75,953	2,67,650	43,77,404	1,03,10,753
Chenab Bridge (Ramuwalla)	76,972	11,57,795	12,36,667	—	6,413	1,703	6,70,761	1,41,186
Bolan High Level Line	3,50,717	12,13,185	15,42,902	—	36,944	—	5,70,516	4,21,824
Sind-Pishin, Main Line	70,08,889	4,01,82,060	4,71,90,949	—	79,954	1,59,569	2,55,51,378	92,67,701
" Chaman Extension	6,96,632	37,09,648	44,06,280	—	3,24,940	7,509	14,43,344	9,69,113
Toungoo-Mandalay	44,92,527	1,44,91,074	1,89,83,601	—	1,72,174	3,15,812	86,13,959	53,73,114
Kandahar-Reserve	31,16,462	7,59,436	38,75,898	—	—	—	—	—
Wardha Coal	13,81,916	57,09,314	70,91,230	—	91,642	4,745	15,75,198	21,00,864
Stores	7,45,771	2,25,197	9,70,968	—	—	—	—	—
Ramghat-Bhugwangola †	—	3,02,455	3,02,455	—	83,816	1,01,973	90,698	—
Bellary-Kistna ‡	15,14,429	1,50,34,024	1,65,48,453	—	2,24,761	82,002	53,36,181	28,63,262
Jammu and Kashmir (British Section)	—	4,362	4,362	—	3,273	—	—	3
Umaria Colliery	98,154	7,66,389	8,64,543	—	—	—	3,43,200	—
Southern Mahratta §	—	5,27,070	5,27,070	—	Details not known.			—
	10,37,81,066	85,48,27,882	96,36,08,948	46,38,18,308	66,96,177	45,51,246	15,90,91,020	13,47,53,454
PROVINCIAL.								
Bareilly-Pilibhit	1,69,420	13,51,483	15,20,903	—	50,619	42,061	3,39,371	7,17,967
Lucknow-Sitapur-Sihrâmau	—	37,61,967	37,61,967	—	77,660	1,02,015	5,34,885	15,86,594
Eastern Bengal	77,30,794	4,62,82,451	5,40,13,245	3,54,20,024	1,32,117	19,33,707	92,65,936	54,11,635
Northern Bengal	1,64,29,326	61,04,155	2,25,33,481	—	96,763	8,19,022	57,63,235	57,44,933
Kaunia-Dharla	—	9,52,495	9,52,495	—	2,272	14,513	92,129	4,95,839
Dacca	52,06,076	13,04,427	65,10,503	—	1,27,796	5,10,913	13,92,136	17,55,924
Assam-Behar, Assam Behar Section	12,74,265	83,64,496	96,38,761	—	88,612	3,08,928	36,49,091	28,32,507
Nalhati	3,94,747	−53,825	3,40,922	—	—	—	21,690	1,90,420
Tirhoot	35,23,778	1,24,84,572	1,60,08,350	—	72,011	5,51,558	28,56,158	57,61,989
Assam-Behar, Tirhoot Section	9,84,889	37,85,012	47,69,901	—	94,164	1,50,382	22,24,078	9,36,528
Jorhât	—	7,10,376	7,10,376	—	388	4,729	1,20,194	3,08,897
Cherra-Companyganj	—	7,57,596	7,57,596	—	191	1,669	2,00,094	1,80,121
Amritsar-Pathânkot	—	55,89,251	55,89,251	—	44,373	1,81,685	11,10,589	28,65,845
Burma	67,59,053	2,26,31,024	2,93,90,077	—	2,87,384	2,76,359	93,29,739	76,18,746
	4,24,72,348	11,40,25,480	15,64,97,828	3,54,20,024	10,74,357	40,77,089	3,36,04,565	3,69,97,245
TOTAL	15,12,53,414	96,88,53,362	1,12,01,06,776	49,92,38,332	77,70,534	86,28,335	18,96,95,585	17,09,85,679
SURVEYS (EXCLUDING ABANDONED SURVEYS).								
Surveys in progress	—	4,45,406	4,45,406	—	4,33,280	—	—	—
Surveys completed	—	24,34,660	24,34,660	—	24,34,660	—	—	—
	—	28,78,066	28,78,066	—	28,68,340	—	—	—
GRAND TOTAL	15,12,53,414	97,17,31,428	1,12,29,84,842	49,92,38,332	1,06,38,874	86,28,335	18,96,95,585	17,09,85,679

NOTE—(1) The outlay on the Patri branch, amounting to Rs. 8,08,405, is not included in this statement, as the expenditure was
(2) The outlay against the East Indian, North-Western, and Eastern Bengal Railways represents the rupee expenditure premia on share capital, which is included

* Excludes Rs. 60,670 incurred on surveys of the Bhopal-Itârsi Railway shown under "Completed Surveys,"

† In abeyance.

‡ Expenditure incurred by Government to 31st December 1897, including liabilities on that date.

appropriated to the various Undertakings, to 31st December 1888.

of Expenditure.

Stations and Buildings.	Steam Ferries.	Colliery Works.	Loss on Working.	Plant.	Rolling Stock.	New Minor Works.	Establishment.	Suspense Accounts.	Loss by Exchange.	Deduct Receipts on Capital Account.	Deduct Value of Assets made over to Undertaking, Sale Proceeds of Surplus Stores, Dismantled Buildings, &c.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
46,41,993	1,34,486	7,26,525	—	9,08,136	48,91,070	35,695	6,54,903	68,00,959	—	—	99,72,959
5,44,115	—	—	—	68,013	1,42,455	—	2,41,131	—	1,58,100	1,572	—
1,97,938	—	—	—	7,353	—	—	58,353	—	120	117	—
6,83,996	—	—	—	21,604	83,875	—	5,90,586	—	2,52,050	7,651	—
—	—	—	—	—	—	—	—	—	—	—	—
1,41,03,304	—	—	—	21,36,039	1,57,16,887	—	56,35,008	52,43,338	37,26,800	1,50,137	—
14,25,750	—	—	—	3,33,131	11,53,526	—	13,54,056	—	1,74,100	40,950	—
21,94,190	—	—	—	2,12,748	16,30,170	—	7,36,115	—	3,09,390	2,471	—
13,71,785	—	—	—	2,04,369	16,59,916	—	6,17,249	5,782	3,65,480	62,312	—
33	—	—	—	133	—	—	6,862	6,637	—	46	—
4,25,618	—	—	—	1,61,881	5,47,983	—	6,03,341	2,19,431	2,42,360	9,380	—
1,63,918	—	—	—	8,096	—	—	63,853	41,186	—	13	—
3,09,651	—	—	—	1,37,833	17,298	—	7,78,443	18,201	6,56,990	15,719	—
—	—	—	—	—	—	—	—	—	—	—	—
1,49,13,706	4,94,681	—	—	62,60,106	2,71,36,690	—	1,38,50,779	1,11,88,359	59,67,730	9,87,181	48,36,651
12,11,305	4,82,337	—	—	2,79,056	15,63,896	—	6,27,560	2,95,566	12,11,060	7,82,279	—
27,676	—	—	—	67,379	—	—	57,099	2,64,739	—	29	—
44,462	—	—	—	48,567	98,076	—	58,967	2,63,206	—	—	—
19,51,520	—	—	—	11,77,468	32,01,810	—	22,62,537	18,54,002	22,48,720	6,14,210	—
3,73,988	—	—	—	2,15,824	40,802	—	8,64,147	9,77,337	—	10,914	—
12,33,739	—	—	—	3,76,709	23,16,061	—	12,92,240	20,94,413	—	9,020	—
—	—	—	—	—	—	—	3,933	33,78,965	—	2,005	—
4,22,674	—	7,48,353	—	4,47,723	8,84,306	—	6,12,899	49,011	2,02,000	42,350	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	546	—	—	25,681	—	—	253	—
12,84,829	—	—	—	7,49,875	8,15,118	—	74,91,009	32,29,347	4,91,090	20,012	—
530	—	—	—	—	—	—	551	—	—	—	—
—	—	—	83,099	2,49,179	66,275	—	—	1,22,815	60	91	—
—	—	—	—	—	—	—	—	—	—	—	—
4,50,46,725	11,12,004	14,68,877	83,099	1,41,21,773	6,20,21,194	35,695	3,19,82,303	3,65,42,394	1,65,97,670	27,66,399	1,48,09,610
2,28,717	—	—	—	13,553	—	—	91,369	—	42,070	4,144	—
3,64,473	—	—	—	1,03,635	6,61,775	—	1,87,550	1,45,201	80	1,901	—
27,64,027	5,35,757	—	—	2,33,411	23,49,428	—	13,70,655	19,80,940	2,24,460	3,30,472	7,27,280
23,20,847	6,98,953	—	—	9,32,084	27,01,765	—	21,96,733	—	3,62,950	1,10,750	—
22,933	1,20,693	—	—	8,957	1,75,314	—	8,291	11,554	—	—	—
11,10,760	—	—	—	2,24,748	7,39,963	—	3,51,579	—	3,06,530	2,347	—
6,88,598	—	—	—	2,48,416	6,61,832	—	6,25,209	6,11,376	2,83,520	1,59,398	—
25,600	—	—	—	7,500	46,916	—	30,000	14,963	11,880	3,027	—
22,06,474	5,83,311	—	—	4,29,323	18,03,156	—	9,73,232	—	6,88,480	6,342	—
2,57,364	3,92,990	—	—	84,653	—	—	2,59,875	3,26,403	96,210	83,746	—
71,185	—	—	—	24,664	1,36,242	—	39,828	11,170	—	921	—
48,326	5,716	—	—	1,32,061	92,913	—	96,527	—	—	23	—
6,41,655	—	—	—	41,164	5,31,503	—	1,67,581	53,465	27,770	76,019	—
31,97,239	—	—	—	7,37,876	37,38,858	—	20,43,417	10,07,176	12,50,610	1,47,225	—
1,44,48,698	23,37,420	—	—	32,22,045	1,42,73,605	—	84,42,846	32,62,248	37,94,610	8,39,014	7,27,280
6,00,95,423	34,49,424	14,68,877	83,099	1,73,43,818	7,62,94,799	35,695	4,04,25,149	3,98,04,642	2,03,02,280	36,05,413	1,55,37,490
—	—	—	—	—	—	—	—	9,726	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	9,726	—	—	—
6,00,95,423	34,49,424	14,68,877	83,099	1,73,43,818	7,62,94,799	35,695	4,04,25,149	3,98,14,368	2,03,02,280	36,05,413	1,55,37,490

not charged against railway grants. It is, however, included with the Bombay, Baroda, and Central India Railway on page 72.
incurred by the companies up to the date of transfer, *plus* the expenditure since incurred by Government. It does not include the
in the statement given on pages 74 and 75.
as it was decided by Government to omit this expenditure from the capital account of the railway.
§ Represents amount of depreciation, &c. allowed on works and stores on transfer to company.

STATEMENT of EXPENDITURE in England and India on Indian State Railways,

Railways.	Expenditure Appropriated.			Classification			
	England.	India.	Total.	Preliminary Expenses.	Land.	Construction of line.	Ballast and Permanent-way.
NATIVE STATES.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
His Highness the Nizam's (Guaranteed Company).	—	3,55,11,354	3,55,11,354	—	Details not furnished		—
Khámgaon	—	4,38,367	4,38,367	369	1,116	1,10,467	2,78,600
Amráoti	—	4,43,892	4,43,892	11,799	2,450	95,233	2,41,671
His Highness the Gaekwar's	—	13,74,295	13,74,295	—	Details not furnished		—
„ Viramgam-Mehsána-Vadnagar	—	9,16,565	9,16,565*				
„ Anand-Petlad	—	11,030	11,030				
Bhopal-Itársi	—	60,51,701	60,51,701	—	13,322	34,08,262	18,43,472
Bhávnagar-Gondal-Junagarh-Porbandar—Open Line.	—	97,44,233	97,44,233	51,837	—	32,58,463	27,73,268
„ „ Jetalsar-Veraval Section	—	25,71,826	25,71,826	34,129	—	8,97,011	8,08,186
„ „ Dhoraji-Porbandar Section	—	7,52,604	7,52,604	33,076	—	2,68,895	3,564
Morvi	—	11,77,842	11,77,842*	—	Details not furnished		—
Jodhpore	—	22,30,006	22,30,006				
Rajpura-Bhatinda	—	22,61,990	22,61,990				
Jammu and Káshmir	—	29,545	29,545	14,171	—	5,554	16
	—	*6,36,15,740	6,36,15,740	—	—	—	—
Deduct:—Contribution towards construction of Bhopal State Railway by Government of India.	—	12,50,000	12,50,000	—	—	—	—
Total Native States	—	6,23,65,740	6,23,65,740	—	—	—	—

* Represents outlay on open section only—

appropriated to the various Undertakings, to 31st December 1888—*concluded.*

of Expenditure.							
Stations and Buildings.	Steam Ferries.	Plant.	Rolling Stock.	Establishment.	Suspense Accounts.	Deduct Receipts on Capital Account.	Railways.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	NATIVE STATES.
—	—	—	—	—	—	—	His Highness the Nizam's (Guaranteed Company).
46,380	—	3,503	11,669	30,720	5,787	244	Khámgaon.
43,298	—	3,015	8,642	28,609	9,226		Amráoti.
—	—	—	—	—	—	—	His Highness the Gaekwar's. „ Viramgam-Mehsána-Vadnagar. „ Anand-Petlad.
3,35,295	—	17,071	—	3,56,495	81,895	4,111	Bhopal-Itársi.
12,69,726	—	3,17,981	12,21,488	4,97,751	3,61,898	7,629	Bhávnagar-Gondal-Junagarh-Forbandar —Open Line.
2,31,092	—	1,15,195	1,38,617	1,44,005	2,05,740	2,149	„ „ Jetalsar-Veraval Section.
72,447	—	24,757	64,677	51,447	2,27,846	5	„ „ Dhoraji-Porbandar Section.
—	—	—	—	—	—	—	Morvi. Jodhpore. Rájpura-Bhatinda.
2,288	—	394	—	5,016	2,100	—	Jammu and Kashmir.
—	—	—	—	—	—	—	
—	—	—	—	—	—	—	*Deduct*:—Contribution towards construction of Bhopal State Railway by Government of India.
—	—	—	—	—	—	—	Total Native States.

Outlay on section under construction not reported.

Guaranteed and Subsidised Railways and State Lines Leased to Companies.

Statement showing the Amount of Capital authorised to be raised for each Undertaking as now sanctioned, the Amount raised, and the Amount withdrawn, to 31st December 1888.

Railways.	Amount authorised to be raised on 31st December 1888.					Amount raised in England to 31st December 1888.						Amount raised in India to 31st December 1888.		Total Amount to 31st December 1888.	Total Amount withdrawn to 31st December 1888.
	Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest.	Total.	Share Capital.	Debentures.		Debenture Stock.		Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.		
							Amount of Debentures.	Cash received.	Stock represented.	Cash received.					
Guaranteed.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Madras * - - -	10,265,479	400,000	—	12,014	10,677,493	10,257,630	400,000	400,000	—	—	12,014	—	—	10,669,644	10,576,377
South Indian - - -	3,208,952	970,000	425,000	62,453	4,666,405	3,207,731	970,000	967,000	425,000	425,000	62,398	1,221	55	4,663,405	4,595,836
Great Indian Peninsula - -	20,000,000	2,189,100	2,701,450	297,305	25,187,855	19,503,103	2,111,800	2,103,800	2,701,450	2,475,559	222,376	496,897	74,929	24,876,664	24,987,725
Bombay, Baroda, and Central India	7,550,300	988,500	—	32,270	8,571,070	7,528,628	988,500	974,500	—	—	32,270	21,672	—	8,557,070	8,670,553
Oudh and Rohilkhand - -	4,000,000	*3,030,300	384,700	15,922	*7,430,922	3,575,581	*3,030,300	*3,012,800	384,700	354,589	15,922	424,419	—	*7,383,311	9,176,842
Total - -	45,024,731	*7,577,900	3,511,150	419,964	*56,533,745	44,072,673	*7,500,100	*7,458,100	3,511,150	3,255,148	344,980	944,209	74,984	*56,150,094	58,107,333
Subsidised.															
Rohilkhand-Kumaun - -	200,000	—	—	—	200,000	200,000	—	—	—	—	—	—	—	200,000	200,000
State Lines Leased to Companies.															
Bengal Nágpur - - -	3,000 000	—	—	—	3,000,000	2,996,826	1,407,800	1,407,800	—	—	5,781	—	—	4,409,907	4,030,177
Southern Mahratta† - -	3,530,000	2,000,000	—	—	5,530,000	3,491,540	2,300,000	2,300,000	—	—	30,923	8,494	—	5,830,957	5,781,161
Mysore - - - -	—	—	1,200,000	—	1,200,000	—	—	—	1,200,000	1,200,000	24,000	—	—	1,224,000	939,636
Indian Midland - -	3,000,000	‡3,000,000	—	—	6,000,000	2,999,788	2,000,000	2,000,000	—	—	1,695	—	—	5,001,483	4,849,310
Bengal Central§ - -	500,000	500,000	—	—	1,000,000	500,000	500,000	500,000	—	—	—	—	—	1,000,000	762,086
Total - -	10,030,000	5,500,000	1,200,000	—	16,730,000	9,987,604	6,207,800	6,207,800	1,200,000	1,200,000	62,399	8,494	—	17,466,297	16,362,370
Grand Total - -	55,254,731	13,077,900	4,711,150	419,964	73,263,745	54,260,277	13,707,900	13,665,900	4,711,150	4,455,148	407,379	952,703	74,984	73,616,391	74,669,703

* Excludes debentures to the extent of 1,885,000*l.* discharged during the year from advances made by the Secretary of State.
† Includes capital raised for completion of Bellary Kistna Railway, and expenditure thereon from 1st January 1888.
‡ To be raised by the issue of shares or of debentures, or otherwise.
§ Although for convenience classed among State Railways, this line is the property of the Bengal Central Railway Company, Limited.

Guaranteed and Subsidised Railways and State Lines Leased to Companies.

Statement showing the Amount received from and withdrawn by each Company during the Year ended 31st December 1888.

Railways.	Sums standing to the Credit of the Companies on the 31st December 1887.	Sums advanced to the Companies on the 31st December 1887.	From 1st January to 31st December 1888.									Total received during the Year ended 31st December 1888.	Total withdrawn during the Year ended 31st December 1888.
			Amount received						Amount withdrawn				
			In England.				In India.		In England.		In India.		
			Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.	On account of Stores, Establishment Charges, &c.	For Discharge of Debentures.	Amount.		
Guaranteed.	£	£	£	£	£	£	£	£	£	£	£	£	£
Madras	213,210	—	—	—	—	—	—	—	122,524	—	– 2,581	—	119,943
South Indian	65,939	—	– 125	—	—	125	—	—	156,655	—	– 58,285	—	98,370
Great Indian Peninsula	92,348	—	—	—	—	—	—	—	440,629	200	– 237,421	—	203,408
Bombay, Baroda, and Central India	12,618	—	—	—	—	—	—	—	252,324	—	– 126,223	—	126,101
Oudh and Rohilkhand	97,644	—	—	—	—	—	—	—	21,214	1885,000	– 15,038	—	1,891,176
Total	481,759	—	– 125	—	—	125	—	—	993,346	1,885,200	– 439,548	—	2,438,998
Subsidised.													
Rohilkhand-Kumaun	—	—	—	—	—	—	—	—	—	—	—	—	—
State Lines Leased to Companies.													
Bengal-Nágpur	1,464,805	—	42,684	1,407,800	—	5,781	—	—	1,049,885	—	1,491,405	1,456,215	2,541,290
Southern Mahratta*	51,463	—	499,440	—	—	30,923	594	—	220,042	—	312,584	530,957	532,626
Mysore	541,394	—	—	—	—	—	—	—	66,746	—	190,284	—	257,030
Indian Midland	590,783	—	45,264	1,000,000	—	1,695	—	—	564,586	—	921,033	1,046,959	1,485,619
Bengal Central†	248,337	—	—	—	—	—	—	—	1,986	—	8,436	—	10,422
Total	2,896,782	—	587,388	2,407,800	—	38,899	594	—	1,903,245	—	2,923,742	3,034,131	4,826,987
Grand Total	3,378,541	—	587,213	2,407,800	—	38,524	594	—	2,896,591	1,885,200	2,484,194	3,034,131	7,265,985

* Includes Bellary-Kistna Railway.

† Although for convenience classed among State Railways, this line is the property of the Bengal Central Railway Company, Limited.

GUARANTEED RAILWAYS.

STATEMENT of WITHDRAWALS out of CAPITAL for EXPENDITURE; showing the Amount withdrawn in England and in India during each Financial Year from the commencement to 31st March 1888.

Year.	England.	India.	Total.
	£	£	£
1849–50	69,211	6,682	75,893
1850–51	61,164	38,099	99,263
1851–52	154,212	197,111	351,323
1852–53	174,920	252,640	427,560
1853–54	252,484	418,165	670,649
1854–55	960,878	769,278	1,730,156
1855–56	1,935,074	1,431,337	3,366,411
1856–57	1,752,813	1,762,287	3,515,100
1857–58	1,328,243	2,094,825	3,423,068
1858–59	1,941,033	3,551,075	5,492,108
1859–60	2,508,668	4,662,796	7,171,464
1860–61	2,388,315	5,190,400	7,578,715
1861–62	1,597,430	5,004,782	6,602,212
1862–63	1,852,393	4,010,951	5,863,344
1863–64	1,415,146	3,340,507	4,755,653
1864–65	1,396,821	2,725,419	4,122,240
1865–66	2,222,679	3,414,187	5,636,866
1866–67	3,958,357	3,339,346	7,297,703
1867–68	3,924,490	3,195,591	7,120,081
1868–69	1,702,452	2,165,475	3,867,927
1869–70	2,298,680	2,444,171	4,742,851
1870–71	1,899,054	1,877,216	3,776,270
1871–72	886,996	1,609,732	2,496,728
1872–73	822,995	−345,750	477,245
1873–74	1,028,032	−334,979	693,053
1874–75	1,174,893	− 86,982	1,087,911
1875–76	1,151,585	−200,779	950,806
1876–77	1,222,846	−507,387	715,459
1877–78	1,792,483	−469,678	1,322,805
1878–79	1,786,235	−773,612	1,012,623
1879–80	1,256,417	−906,857	349,560
1880–81	941,781	−506,992	434,789
1881–82	1,041,022	−351,482	689,540
1882–83	1,046,483	−635,610	410,873
1883–84	1,473,138	−135,218	1,337,920
1884–85	1,391,270	−256,211	1,135,059
1885–86	1,628,033	−403,928	1,224,105
1886–87	862,685	−620,359	242,326
1887–88	991,936	−343,364	648,572
Total expenditure to end of 1887–88	56,293,347	46,622,884	102,916,231
Deduct withdrawals by East Indian Railway Company	12,276,504	18,620,297	30,896,801
	44,016,843	28,002,587	72,919,430
Deduct withdrawals by Eastern Bengal Railway Company	1,770,750	1,474,100	3,244,850
	42,246,093	26,528,487	68,774,580
Deduct withdrawals by Sind, Punjab, and Delhi Railway Company	6,226,076	4,853,607	11,079,683
	36,020,017	21,674,880	57,694,897
Add expenditure during 1888–89 (partly estimated), including Oudh and Rohilkhand Railway to 31st December 1888	1,013,600	−401,500	612,100
Total	37,033,617	21,273,380	58,306,997
Deduct withdrawals by Oudh and Rohilkhand Railway to 31st December 1888 (partly estimated)	4,357,772	4,832,895	9,190,667
Net withdrawals to end of 1888–89	32,675,845	16,440,485	49,116,330

STATE LINES LEASED TO COMPANIES.

STATEMENT of CAPITAL WITHDRAWALS in England and in India by the Bengal Central,* the Southern Mahratta the Mysore, the Bengal-Nágpur and the Indian Midland Railway Companies during each financial year from the commencement to the 31st March 1889.

Year.	England.	India.	Total.
	£	£	£
1881–82	170,000	—	170,000
1882–83	280,476	728,661	1,009,137
1883–84	340,820	538,001	878,821
1884–85	321,853	727,095	1,048,948
1885–86	261,937	1,406,216	1,668,153
1886–87	706,952	2,433,367	3,140,319
1887–88	1,688,658	3,375,644	5,064,302
Total expenditure from 1881–82 to end of 1887–88	3,770,696	9,208,984	12,979,680
1888–89 (revised estimate)	1,527,200	3,565,650	5,092,850
Total	5,297,896	12,774,634	18,072,530

* Although for convenience classed among State Railways, this line is the property of the Bengal Central Railway Company, Limited.

SUBSIDISED RAILWAYS.

STATEMENT of WITHDRAWALS out of CAPITAL for EXPENDITURE, showing the Amount withdrawn in England and in India by the Rohilkhand-Kumaun Railway Company during each financial year from the commencement to 31st March 1888.

Year.	England.	India.	Total.
	£	£	£
1882–83	40,000	—	40,000
1883–84	120,000	—	120,000
1884–85	20,000	—	20,000
1885–86	—	—	—
1886–87	20,000	—	20,000
1887–88	—	—	—
Total expenditure to end of 1887–88	200,000	—	200,000

The Company has withdrawn 200,000*l.*, but the actual expenditure to the close of the year 1887 was 189,079*l.* only.

CHAPTER VII.

Traffic Working.*

East Indian Railway.

The gross earnings of the line and branches worked amounted during the year to Rs. 4,66,32,404, and the working expenses to Rs. 1,59,89,305, the net earnings being Rs. 3,06,43,099. The percentage of working expenses on gross earnings was 34·29

On the East Indian Railway proper the gross receipts, working expenses and net earnings were as follows :—

	1887.	1888.	Increase or decrease.
	Rs.	Rs.	Rs.
Gross Receipts—			
Coaching	1,40,63,917	1,45,24,861	+ 4,60,944
Goods	3,12,20,728	3,01,86,941	−10,33,787
Other receipts	7,81,016	7,25,100	− 55,916
Total	4,60,65,661	4,54,36,902	− 6,28,759
Working expenses	1,46,02,513	1,51,06,225	+ 5,03,712
Net earnings	3,14,63,148	3,03,30,677	−11,32,471
Percentage of expenses on Gross Receipts	31·70	33·24	+ 1·54

The coaching traffic was satisfactory, there having been an increase of over 4½ lakhs of rupees, due almost entirely to passenger traffic. The total number of passengers carried shows an increase of 16,967.

In goods traffic there was a decrease of 10¼ lakhs of rupees caused chiefly by a falling off in the quantity of wheat, grains and metals carried. The tonnage of goods lifted was more by 216,191 tons and the ton-mileage less by 8,753,464 miles. The decrease in the wheat traffic amounted to 45,417 tons in the quantity carried and Rs. 5,79,354 in the receipts.

On the 1st March 1889 the working of the Sindia State Railway was transferred from the East Indian to the Indian Midland Railway, which also undertook the passenger traffic from Agra into Túndla.

The working agreements of the Patna-Gya and Dildárnagar-Gházipur State Railways were also terminated on the 31st December 1888, and fresh terms are under discussion. Pending the settlement of these revised terms, the working of these lines is continued by the Company on the conditions hitherto in force.

* See the following statements :

	Pages.
1. Passenger traffic	64 and 65
2. Goods traffic	66 and 67
3. Unit mileage of passengers and goods	68 and 69
4. Capital outlay and cost per mile of open lines of railway	71 and 72
5. Net earnings and their percentage on capital expenditure for principal railways	73
6. Annual gain or loss to the State from railway outlay	74 and 75
7. Guaranteed interest	76
8. Surplus profits earned by Guaranteed Companies	76
9. Capital expenditure, net earnings, &c., of Guaranteed Railways	77
10. Results of working the Guaranteed Railways	77
11. General results of working of the principal Railways	80 and 81
12. Total receipts and expenses and net receipts per train mile	82 and 83
13. Expenditure on Revenue Account	84 and 85
14. Summary of principal commodities carried and receipts therefrom	86

Rajputana-Malwa State Railway.

2. The gross earnings for the year amounted to Rs. 1,86,14,714, and the working expenses were Rs. 89,82,988, the net earnings being Rs. 96,31,726 against Rs. 81,25,472 in 1887. The percentage of net earnings on capital outlay, excluding indirect charges, at end of December 1888, was 7·43 or 1·12 more than it was at end of 1887.

The number of passengers, including season-ticket holders, carried during 1888 as compared with 1887, is more by 62,410, and the receipts are better by Rs. 91,236. The third-class passenger traffic, however, shows a decline of 11,872 in number and Rs. 47,770 in receipts. The loss was more than covered by the increase in intermediate class traffic, which advanced 59,420 in number, and showed better receipts to the extent of Rs. 89,809. This result is due to the alterations in traffic arrangements under which third-class passengers were excluded from mail trains between Ahmedabad and Ajmere, with the result that those who had long distances to travel paid higher fares for accommodation in mail trains. Notwithstanding this decrease, the amount received from third-class passengers during 1888 represents over 87 per cent. of the total passenger receipts.

The number of passengers of all classes and the receipts in 1888 and 1887 are compared below:

	No.	Rs.
1888	8,399,265	51,64,503
1887	8,336,855	50,73,267
Increase	62,410	91,236

Other coaching receipts increased by Rs. 28,544.

In goods traffic the increase is 158,678 tons and Rs. 20,03,230. Of this general merchandise contributed 145,352 tons and Rs. 19,57,597. The largest increases were in the following commodities, viz.:—

	1888.	1887.	Increase.
	Tons.	Tons.	Tons.
Grains and pulses	231,215	200,600	30,615
Seeds	173,354	115,410	57,944
Wheat	132,760	91,212	41,548

Bengal-Nágpur Railway.

2*a*. The section of the Bengal-Nágpur Railway from Nágpur to Raj-Nandgaon, 146 miles (formerly known as the Nágpur-Chhattisgarh Railway), was converted to the standard 5′ 6″ gauge and opened for traffic on that gauge on 27th November 1888.

The total receipts during the year 1888 amounted to Rs. 16,09,195 and the expenses to Rs. 10,87,489, there being a profit of Rs. 5,21,706. The expenses absorbed 67·58 per cent. of the gross receipts.

Southern Mahratta Railway.

3. A comparative statement of the financial results with 1887 is given below:—

	1888.	1887.
	Rs.	Rs.
Gross earnings	38,38,616	30,34,576
Gross expenditure	29,05,750	20,01,831
Net earnings	9,32,866	10,32,745

The goods traffic improved by 38,563 tons, and the number of passengers carried by 553,686.

Mysore Section.

The result of the year's working compares as under with that of 1887:

	1888.	1887.
	Rs.	Rs.
Gross earnings	5,70,657	5,13,259
Gross expenditure	4,35,273	3,71,115
Net earnings	1,35,384	1,42,144

The goods traffic improved by 5,717 tons, and the number of passengers carried by 119,924.

Indian Midland Railway.

4. The Cawnpore-Chaunra Section, which was worked by the East Indian Railway Company up to 31st December 1887, was taken over by this Company on the 1st January 1888, and it took over the working of the Bhopal State Railway from the Great Indian Peninsula Railway on the 1st January 1889. Also under its contract with the Secretary of State, the Company acquired the Sindia State Railway, and worked that line from the 1st March 1889. The Indian Midland Railway passenger trains, by arrangement with the East Indian Railway, now run through to Túndla.

The mean mileage worked in 1887 was 41·75, and in 1888, 128·25.

The gross earnings for the year ending 31st December 1888 were as follows:—

	Rs.
Coaching	2,04,587
Goods	4,31,481
Other receipts	20,768
Total	6,56,836

Villupuram-Dharmavaram State Railway, Nellore Branch.

5. A revised time-table was introduced from 1st April 1888, increasing the train service by a second train each way daily to encourage traffic, and to connect with the morning and mail trains from Madras to Ráichúr.

North-Western Railway.

6. The gross receipts of the line and branches worked amounted, during the year, to Rs. 2,56,95,413, and the working expenses (including rent of leased lines) to Rs. 1,74,12,707. The net earnings of the railway were Rs. 82,82,706 against Rs. 57,07,542, showing an increase of Rs. 25,75,164 over the previous year. The per-centage of working expenses on gross earnings was 67·77 against 72·73 in the previous year.

In the coaching traffic there was an increase of Rs. 5,79,026, principally in 3rd class passengers, due to increased length of line worked, and probably to greater commercial prosperity, as shown by the increase in goods traffic. The total number of passengers carried increased from 9,293,470 to 9,798,682, or by 505,212. Of this increase, 403,455 passengers and Rs. 3,12,608 were in third class. The intermediate class traffic showed an increase of 84,066 passengers and Rs. 66,938.

The principal increases in goods traffic are under the following heads:—

	Rs.
Grains and pulses	20,18,646
Sugar	2,40,354
Wood	1,49,717
Wool	1,20,799
Military stores	1,22,591
Railway material	11,24,980

The increase in grains and pulses is due to the larger export from Kurrachee, viz., 292,307 tons against 102,447 tons in 1887. There was also an increase in local bookings.

There has been an increase under maintenance expenses, due principally to the Sind-Pishin Section being open for traffic during the whole of 1888 as compared with only a portion of 1887; also to the opening of the Sind-Sagar Section* and to extensive renewals of permanent-way. These increases in expenditure were counterbalanced to a certain extent by the closing of the Bolan for traffic during eight months of 1888.

The section of line from Rindli to Quetta *viâ* the Bolan Pass was closed to public traffic during the year in consequence of the construction of the new broad gauge high-level line between Hirók and Kótal.

For the purpose of financial comparison of the working results with other railways, it has been decided that future reports shall show the capital and revenue transactions separately for the commercial and for the military sections of this railway.

Wardha Coal State Railway.

7. The Capital and Revenue Accounts of the Railway and Colliery have been separated, and are now kept independently. Negotiations are in progress with the Great Indian Peninsula Railway Company for taking over the working of the Wardha Coal line.

Bareilly-Pilibhit State Railway.

8. The deficient rice crop in the season 1887, and the friction between the timber merchants and the Nepalese officials continued to affect the goods traffic, under which there was a considerable falling off in receipts. The passenger traffic, however, improved, and the earnings show a small increase.

Lucknow-Sitapur-Sihrámau State Railway.

9. There was an improvement in both passenger and goods traffic.

Eastern Bengal State Railway.

10. The year has been financially a successful one for the railway, and the net amount earned is greater than in any corresponding period since the State took over the late Eastern Bengal Railway Company's property. The jute crop, however, from which the revenue is mainly derived, is liable to failure occasionally. The prospects on the newly opened Assam-Behar line are encouraging, both as regards passenger and goods traffic. On the Dacca Section the goods traffic was unsatisfactory, and with the excellent water communication, and the short lead by railway, little improvement can be expected.

The East Indian Railway continued to run to Calcutta and Chitpore over the Jubilee bridge at Hooghly under their running powers agreement.

A revised agreement was proposed for working the Bengal Central Railway under which the Company obtains more favourable terms than under the existing arrangement.

A revised agreement with the Darjeeling-Himalayan Railway for the interchange of traffic at Siliguri, and the more efficient working of that station, was drawn up during the year.

The river delivery service between the Gouripore Jute Mills and Budge-Budge continued to be largely utilised, but unfortunately the arrangements of the Calcutta Landing and Shipping Company broke down at the height of the jute season, and waggons were frequently detained at Shámnagar at the time they were most urgently required for work on the line. Notice of the termination of the contract was served on the Company; but after discussion of the question with the directors, it was agreed to allow the contract to continue on the understanding that the Company increases its tonnage before the ensuing busy season.

* Opened between 15th August 1887 and 10th February 1888.

The goods traffic was unprecedentedly heavy, necessitating the borrowing of 250 waggons from the East Indian Railway, which were returned as the traffic slackened off and the new broad gauge waggons were turned out of the Kánchrapára shops. At one time an average of 80,000 maunds a day of downwards jute traffic was carried on the Eastern Section, and 334,431 tons of jute were carried by the railway during the year. On the Northern Section the traffic offering was for a time in excess of the carrying capacity of the railway. Proposals are under consideration for the introduction of an enhanced rate in the height of the season and a reduced rate later on to equalise the traffic and encourage storing. That the jute crop was delayed in finding its way to Calcutta cannot be denied; the delay was partly due to insufficient rolling stock on the Northern Section, and to the fact that arrangements which might have sufficed during an ordinary season for the Dámukdia-Sara ferry, were quite inadequate to meet the urgent demand for accommodation caused by the high prices ruling in Calcutta. The difficulties were much aggravated by the changes of the river at Dámukdia, and the want of a permanent wharf there. Additional metre gauge rolling-stock is now being erected at Saidpur.

Branch offices for the despatch of parcels were opened in Park Street, Strand Road, and the north end of Chowringhee; the Park Street office did very little business, and has been closed; the other two have been largely used.

An experimental train fitted with the automatic vacuum-brake was run on the 29th October 1888, with satisfactory results; it has since been worked constantly on one of the local trains, and is favourably reported on.

The following steamers and flats have been added to the flotilla during the year:—

	Tons.
Steamer "Crocodile" - - - - -	382·8
Flat "Sara" - - - - - - -	254·0

The construction of a third steamer similar to the "Crocodile" has been sanctioned, and two sister flats to the "Sara" are also being built in the Government dockyard. It is also proposed to obtain two surplus flats from the Tirhoot State Railway to meet the increasing demands for tonnage on the Dámukdia-Sara Ferry.

The tri-weekly steamer service between Dámukdia and Rampore-Beauleah was worked successfully by the India General Steam Navigation Company; but Messrs. Hoare Miller's service between Kooshtea and Pubna was abandoned, as it proved unremunerative. The Bengal Central Flotilla continued to be worked through the agency of Messrs. Hoare, Miller and Company, but the traffic is not expanding, and goods seem to follow to a great extent the direct water route.

Nalháti State Railway.

11. There was an increase in both goods and coaching traffic, chiefly on account of the greater import of brick-burning coal, and an enhanced demand for articles of general consumption.

Jorhát State Railway.

12. The total earnings of the line for the calendar year were Rs. 55,477, against Rs. 49,198 earned in 1887, showing an increase of Rs. 6,279. The expenditure was Rs. 55,402, which shows a gain of Rs. 75 on the year's working.

The total weight of goods carried by the line was 8,934 tons, against 9,186 tons in 1887, showing a decrease of 252 tons. The decrease was chiefly in the carriage of coal, a very small quantity of which was imported by the tea companies during the year.

Cherra-Companyganj State Railway.

13. The total expenditure for the year was Rs. 28,760, the revenue being Rs. 8,138, showing a loss of Rs. 20,622. Expenditure incurred on account of extensive repairs to large bridges, rendered necessary by flood damages, cannot be covered by the receipts of this small railway, and as these extensive repairs have been carried out year after year hitherto, the railway has been worked at a loss.

The total weight of goods, consisting principally of limestone, carried during the year was 10,052 tons, against 6,653 tons carried during the previous year, showing an increase of 3,399 tons.

Burma State Railway.

14. The total receipts for 1888 were Rs. 33,76,218, against Rs. 33,24,262 in 1887, there being about Rs. 98,378 excess under coaching and Rs. 72,032 reduction under goods. The increase would have been more marked had not the consignments of paddy downwards by rail been less than usual, as, owing to scarcity in the Upper Province, grain was sent northwards with a shorter railway lead.

The rapid prosecution of works on the Toungoo-Mandalay Extension interfered to some extent with open line working and receipts, as rolling-stock usually available for open line traffic was either used on the extension or alienated for forwarding construction materials to Mandalay or elsewhere. Station staff also had to be supplied for stations on sections open only for a limited goods traffic, and maintenance staff and charges had to be incurred for lengths which could not be worked for traffic purposes to a sufficient extent to recoup the actual expenditure thereon.

The expenses in working the sections between Toungoo and Yamethin, 108 miles, between the 1st May and 30th November 1888 amounted to Rs. 1,35,746, while the receipts were Rs. 96,414, showing a deficit of Rs. 39,332, which has to be borne by open line. The year, therefore, has been exceptional in many respects; at the same time, it is satisfactory to observe that the results show no falling-off compared with the previous year. The prospects for the future are satisfactory. Through traffic between Rangoon and Mandalay is promising, and trade is springing up at smaller stations on the Extension.

Madras Railway.

15. The gross earnings of the year amounted to Rs. 85,31,054, and the working expenses to Rs. 50,09,408, the net earnings being Rs. 35,21,646. The per-centage of working expenses on gross earnings was 58·72.

From 1st September 1888 an additional mixed train from Tirúr to Calicut was sanctioned, the results of which have been satisfactory.

South Indian Railway.

16. The gross earnings of the year amounted to Rs. 54,37,715, and the working expenses to Rs. 37,50,752, the net earnings being Rs. 16,86,963. The per-centage of working expenses on gross earnings was 68·98.

The intermediate class on this railway was abolished from 1st February 1889.

Great Indian Peninsula Railway.

17. This year's transactions show an improvement on the previous year's operations, the net earnings amounting to Rs. 2,17,78,956, against Rs. 2,12,26,120, or an increase of Rs. 5,52,836. The gross figures for the year are:—

	Rs.
Earnings - - - - -	4,10,59,219
Working expenses - - - -	1,92,80,263
Net earnings - -	2,17,78,956

The goods traffic aggregated 3,011,452 tons, or 268,771 tons in excess of the quantity carried in 1887. The number of passengers was 11,351,411, including season-ticket holders, showing an increase of 1,071,536 over the figures of 1887.

The per-centage of working expenses on gross receipts was 46·96, as compared with 46·84 in the previous year.

Bombay, Baroda, and Central India Railway.

18. Here, too, the year's results, as will be seen below, are better than those of 1887:—

	1888.	1887.	Increase.
	Rs.	Rs.	Rs.
Gross earnings	1,27,38,933	1,21,64,856	5,74,077
Working expenses	56,19,575	50,96,041	5,23,534
Net earnings	71,19,358	70,68,815	50,543
Per-centage of earnings to working expenses	44·11	41·89	2·22

In coaching traffic the total number of passengers of all classes carried during 1888 exceeds the number of 1887 by 1,009,259; this increased the receipts by Rs. 1,07,090. Third-class passengers were 1,022,066 more in number, and Rs. 1,34,178 more receipts were taken from them. The total receipts from this class amounted during 1888 to Rs. 24,60,727, and represents 68 per cent. of the total receipts from passenger traffic.

There was an increase of 76,284 tons in goods traffic, producing an improvement of Rs. 4,53,450 in receipts. The wheat carried was 92,997 tons, against 42,572 and 146,295 in 1887 and 1886 respectively.

Oudh and Rohilkhand Railway.

19. The gross earnings of the year amounted to Rs. 70,77,053, and the working expenses to Rs. 40,61,048, the net earnings being Rs. 30,16,005. The per-centage of working expenses on gross earnings was 57·38.

The Lucknow-Sitapur Sihrámau State Railway continued to be worked by the Oudh and Rohilkhand Railway after its transfer to the State.

Darjeeling-Himalayan Railway.

20. The gross earnings show an increase of Rs. 1,37,742 or 28·87 per cent., and the expenditure an increase of Rs. 65,038 or 24·40 per cent.

The net earnings have increased by Rs. 72,704 or 34·52 per cent. and the total weight of goods carried has increased by 31·90 per cent.

Bengal and North-Western Railway.

21. During the year the coaching and goods traffic considerably improved, there being an increase of 183,878 in passengers carried and an increase of 50,577 in the goods tonnage, the receipts having increased by Rs. 31,120 in coaching and by Rs. 2,07,885 in goods. The largest additions to the tonnage were under rice 20,750 tons, and in seeds 24,983 tons. The wheat traffic increased by 4,503 tons, but was not as heavy as anticipated. The river Ganges Flotilla for goods service in connexion with the ferries, consisting of two large steamers, four barges each capable of carrying 23 six-ton waggons, two landing stages, two approach bridges, two winding engines, and four tank locomotives, was completed and in working order during the year.

Rohilkhand-Kumaun Railway.

22. Whilst the passenger traffic increased very considerably there was a falling off in the quantity of goods lifted, due, as in the case of the Bareilly-Pilibhit State Railway, to a deficient rice crop. The increase in the number of passengers carried was 11,499, and in the receipts Rs. 14,164; the working expenses having at the same time been reduced, the net earnings showed an increase of Rs. 25,320.

The increase in the passenger traffic occurred in all classes, but chiefly in third-class, which carried a large number of pilgrims on their way to the shrine of Bhadrinath at the source of the river Ganges. The cart and tonga service worked satisfactorily, and, although there was again great mortality amongst the ponies, the Company realised a small profit on the working.

Bhávnagar-Gondal-Junagarh-Porbandar State Railway.

23. The gross earnings of the year 1888 amounted to Rs. 11,20,261, giving a train-mileage earning on 384,432 train miles of Rs. 2·91, and a per-centage on open line capital of 5·68. The working expenses amounted to Rs. 5,66,586, or 50·58 per cent. of the gross earnings.

The following are the results of the working :—

——	1888.	1887.	Increase.	——
Passengers carried -	847,268	840,061	7,207	—
Goods tonnage - -	109,733	84,223	25,510	10,020 tons of this due to carriage of material for extension.

Jodhpore State Railway.

24. Very great difficulty was experienced on the Pachpadra line owing to drift sand. A length of some two miles near Bálotra passes through sandhills of from seven to 20 feet high, the sand of which is quite loose and practically supports no vegetation. The high hot weather winds caused the cuttings, even the small ones, to fill up so rapidly that large gangs could scarcely keep the line open, and traffic was interrupted during 10 days. Near Pachpadra the line passes through a cutting about a mile long and from 4 to 14 feet deep; this is in firm sand and has hitherto given no trouble, but during the year, apparently because there had been no rain in 1887, and consequently no vegetation to bind the sand and protect it from the wind, the cutting kept filling up very rapidly, and on several occasions delayed traffic.

There were no fluctuations of importance in commodities beyond a slight falling off in the salt traffic.

STATEMENT showing the PASSENGER TRAFFIC on the several

Railways.	PASSENGER					
	First Class.		Second Class.		Third or Intermediate.	
	Number.	Receipts.	Number.	Receipts.	Number.	Receipts.
STATE IMPERIAL.		Rs.		Rs.		Rs.
East Indian (*a*)	48,073	5,10,834	159,258	6,86,172	632,400	5,67,572
Patna-Gya Dildárnagar Gházipur Sindia	—	—	—	—	Included with East	
Benares Branch	—	—	—	—	Included with Oudh	
Rajputana-Malwa	16,105	1,47,720	73,749	2,48,487	196,286	2,51,096
Bengal-Nágpur (*b*)	2,930	4,288	8,978	6,322	24,395	4,790
Southern Mahratta (c)	6,575	44,905	16,454	42,944	—	—
Ditto Mysore Section	2,721	11,034	5,935	10,296	—	—
Indian Midland	1,082	7,932	2,697	8,503	—	—
Villupuram-Dharmavaram, Nellore Branch	838	1,985	2,500	2,618	—	—
Dhond-Manmád	—	—	—	—	Included with Great	
Bhopal-Itársi (*British Section*)	—	—	—	—	Included with Great	
North-Western (*d*)	40,500	2,99,374	120,302	3,53,361	375,582	3,66,238
Bengal Central (*e*)	3,014	4,532	26,479	12,520	161,947	71,456
Wardha Coal	370	978	566	815	1,714	1,215
Toungoo-Mandalay Extension	—	—	—	—	Included with	
Total	122,208	10,33,582	416,918	13,72,038	1,392,324	12,62,367
STATE PROVINCIAL.						
Bareilly-Pilibheet	247	769	—	—	1,056	828
Lucknow-Sitapur-Sihrámau	—	—	(*g*) 4,138	(*g*) 7,735	3,832	2,943
Eastern Bengal	42,601	1,31,645	119,693	1,43,915	960,262	3,93,533
Naihátí	499	1,549	5,985	5,226	—	—
Tirhoot	8,300	26,090	9,504	16,790	9,191	7,518
Jorhát	875	891	—	—	(*h*)35,212	(*h*) 6,254
Cherra-Companyganj	(*g*) 120	(*g*) 102	—	—	(*h*)16,212	(*h*) 1,158
Amritsar-Pathánkot	—	—	—	—	Included with North-	
Burma (*f*)	8,931	36,680	94,331	1,00,289	—	—
Total	61,573	1,97,726	233,651	2,73,955	1,025,765	4,12,234
GUARANTEED COMPANIES.						
Madras	17,121	1,82,861	71,567	2,19,287	—	—
South Indian (*j*)	14,193	47,103	35,082	49,919	119,496	76,621
Great Indian Peninsula (*k*)	71,655	3,82,410	509,640	6,41,104	(*n*)577,937	(*n*) 10,00,796
Bombay, Baroda, and Central India (*l*)	102,995	1,38,884	945,877	2,98,093	476,730	7,22,876
Oudh and Rohilkhand (*m*)	—	—	(*g*)42,633	(*g*)1,51,988	91,282	96,862
Total	205,964	7,51,258	1,604,299	13,55,391	1,265,445	18,97,155
ASSISTED COMPANIES.						
Darjeeling-Himalayan	3,403	42,012	7,621	49,701	—	—
Tárakeshwar	—	—	—	—	Included with East	
Deoghur	730	365	—	—	180,035	22,773
Dibru-Sadiya	1,778	4,877	1,694	2,542	—	—
Bengal and North-Western	5,308	13,846	10,365	14,841	4,720	3,913
Rohilkhand-Kumaun	3,485	32,372	—	—	5,351	26,778
Thatôn-Duyinzáik	—	—	—	—	—	—
Total	14,699	93,472	19,680	67,084	190,106	53,464
FOREIGN.						
Pondicherry	—	—	—	—	Included with	
West of India Portuguese	—	—	—	—	Information not	
Total	—	—	—	—	—	—
NATIVE STATES.						
His Highness the Nizam's Guaranteed	5,817	39,728	32,540	57,858	217,626	1,47,746
Khámgaon	—	—	—	—	Included with Great	
Amráoti	—	—	—	—	Included with Great	
His Highness the Gaekwar's	—	—	(*g*) 3,173	(*g*) 2,573	—	—
His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar	—	—	680	419	—	—
Bhopal-Itársi (*Native State Section*)	—	—	—	—	Included with Great	
Bhávnagar-Gondal-Junágarh-Porbandar	2,795	8,140	15,167	17,691	—	—
Morvi	—	—	(*g*) 2,641	(*g*) 4,888	—	—
Jodhpore	571	3,170	2,177	3,696	—	—
Rájpura-Bhatinda	—	—	—	—	Included with	
Total	9,183	51,038	56,378	86,625	217,626	1,47,746
TOTAL FOR ALL RAILWAYS	413,627	21,27,076	2,330,926	31,55,093	4,091,266	37,72,966

(*a*) Includes the Patna-Gya, Dildárnagar-Gházipur, Sindia, and Tárakeshwar Railways.
(*b*) Includes the Katni-Umaria Branch.
(*c*) Includes the Bellary-Kistna State Railway.
(*d*) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(*e*) Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.
(*f*) Includes the Toungoo-Mandalay Extension.
(*g*) Upper class.
(*h*) Lower class.

RAILWAYS during the Year ending 31st December 1888.

TRAFFIC.					
Lowest (Third or Fourth).		Other Coaching Traffic.	Total.		Railways.
Number.	Receipts.		Number.	Receipts.	
	Rs.	Rs.		Rs.	STATE IMPERIAL.
13,843,260	1,19,40,218	16,70,359	(*i*)14,682,991	1,53,75,155	East Indian. (*a*)
Indian Railway		—	—	—	Patna-Gya. Dildárnagar-Gházipur. Sindia.
and Rohilkhand Railway		—	—	—	Benares Branch.
3,113,125	45,17,200	6,12,227	3,399,265	57,76,730	Rajputana-Malwa.
862,667	2,50,828	15,342	898,970	2,81,570	Bengal-Nágpur. (*b*)
2,379,674	13,54,048	1,33,966	2,402,703	15,75,863	Southern Mahratta. (*c*)
626,579	2,78,531	19,334	635,235	3,19,195	Ditto Mysore Section.
227,103	1,70,345	17,807	230,882	2,04,587	Indian Midland.
595,220	1,60,430	6,117	598,558	1,71,150	Villupuram-Dharmavaram, Nellore Branch.
Indian Peninsula Railway		—	—	—	Dhond-Manmád.
Indian Peninsula Railway		—	—	—	Bhopal-Itársi (*British Section*).
9,262,298	64,27,756	11,00,802	9,798,682	85,47,531	North-Western. (*d*)
1,205,822	3,81,696	9,331	1,397,262	4,80,085	Bengal Central. (*e*)
134,976	34,965	2,739	137,626	40,712	Wardha Coal.
Burma State Railway		—	—	—	Toungoo-Mandalay Extension.
37,250,724	2,35,16,017	35,88,524	39,182,174	3,27,72,523	Total.
					STATE PROVINCIAL.
109,873	35,031	1,281	111,176	37,909	Bareilly-Pilibheet.
(*h*) 456,904	(*h*) 1,26,894	8,852	464,874	1,46,424	Lucknow-Sitapur-Sihrámau.
6,146,903	22,21,755	5,19,255	7,269,459	34,10,103	Eastern Bengal.
162,634	50,132	5,128	169,118	62,035	Nalháti.
2,080,099	6,67,835	61,527	2,107,094	7,79,760	Tirhoot.
—	—	360	36,087	7,505	Jorhát.
—	—	463	16,332	1,728	Cherra-Companyganj.
Western Railway		—	—	—	Amritsar-Pathánkot.
3,694,700	15,91,560	1,09,931	3,797,962	13,38,460	Burma. (*f*)
12,651,113	46,98,207	7,06,797	13,972,102	62,83,919	Total.
					GUARANTEED COMPANIES.
7,914,517	26,84,260	5,46,238	8,003,205	36,33,006	Madras.
7,088,500	25,62,211	1,35,607	7,257,271	28,71,461	South Indian. (*j*)
(*o*)10,192,179	(*o*) 51,22,541	14,92,109	11,351,411	86,38,960	Great Indian Peninsula. (*k*)
11,820,117	24,60,727	4,54,577	13,345,219	40,70,157	Bombay, Baroda, and Central India. (*l*)
(*h*) 4,748,714	(*h*) 27,39,336	2,32,421	4,882,629	32,20,607	Oudh and Rohilkhand. (*m*)
41,764,027	1,55,69,435	28,60,952	44,839,735	2,24,34,191	Total.
					ASSISTED COMPANIES.
31,802	67,945	54,784	42,826	2,14,442	Darjeeling-Himalayan.
Indian Railway		—	—	—	Tárakeshwar.
—	—	630	180,765	23,768	Deoghur.
64,797	38,441	8,926	68,264	54,786	Dibru-Sadiya.
2,096,552	7,34,425	41,378	2,116,945	8,08,403	Bengal and North-Western.
125,424	79,768	36,783	134,260	1,75,701	Rohilkhand-Kumaun.
(*p*) 20,624	(*p*) 10,544	—	20,624	10,544	Thatún-Duyinzáik.
2,339,199	9,31,123	1,42,501	2,563,684	12,87,644	Total.
					FOREIGN.
South Indian Railway furnished		—	—	—	Pondicherry.
		—	—	—	West of India Portuguese.
—	—	—	—	—	Total.
					NATIVE STATES.
645,060	3,62,436	84,354	901,043	6,91,622	His Highness the Nizam's Guaranteed.
Indian Peninsula Railway		—	—	—	Khámgaon.
Indian Peninsula Railway		—	—	—	Amráoti.
(*h*) 269,840	(*h*) 82,986	2,837	273,013	88,390	His Highness the Gaekwar's.
156,232	26,853	919	156,912	28,191	His Highness the Gaekwar's Viramgam-Mehsána-Bhopal-Itársi (*Native State Section*). Vadnagar.
Indian Peninsula Railway		—	—	—	
829,306	4,58,392	32,761	847,268	5,16,984	Bhávnagar-Gondal-Junágarh-Porbandar.
(*h*) 129,077	(*h*) 79,325	7,684	131,718	91,897	Morvi.
285,616	1,31,395	16,694	288,364	1,54,955	Jodhpore.
North-Western Railway		—	—	—	Rájpura-Bhatinda.
2,315,131	11,41,331	1,45,249	2,598,318	15,72,039	Total.
96,320,194	4,78,51,163	74,44,023	103,156,013	6,43,50,321	TOTAL FOR ALL RAILWAYS.

(*i*) These figures differ from those obtained from the Revenue Accounts owing to through passenger traffic to and from the branch lines being counted once only in the Traffic Return instead of for each line separately.
(*j*) Includes the Pondicherry Railway.
(*k*) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itársi State Railways.
(*l*) Includes the Pátri Branch. (*m*) Includes the Benares Branch. (*n*) Third class passengers by mail trains.
(*o*) Third class passengers by other than mail trains. (*p*) First, second, and third classes.

STATEMENT showing the GOODS TRAFFIC on the several

Railways.	Goods							
	General Merchandise.		Military Stores.		Railway Materials for Construction.		Coal for Public and Construction.	
	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.
		Rs		Rs.		Rs.		Rs.
STATE IMPERIAL.								
East Indian (a)	2,553,961	2,29,04,270	10,196	4,41,387	59,857	33,471	1,240,176	(g)58,50,878
Patna-Gya								
Dildárnagar-Gházipur	—	—	—	—	—	—	Included with East	
Sindia								
Benares Branch	—	—	—	—	—	—	Included with Oudh and	
Rajputana-Malwa	1,154,470	1,19,94,135	3,931	82,700	19,066	34,869	9,998	63,633
Bengal-Nágpur (b)	196,422	10,08,806	148	436	194,257	1,85,189	30,270	55,040
Southern Mahratta (c)	347,576	16,96,682	998	9,305	74,832	2,36,750	5,722	15,052
Do. Mysore Section	78,412	2,19,489	6	38	4,312	13,079	39	100
Indian Midland	21,155	1,33,721	266	3,759	230,731	2,80,693	899	3,881
Villupuram - Dharmavaram, Nellore Branch.	21,899	43,404	6	56	69,230	7,868	—	—
Dhond-Manmád	—	—	—	—	—	—	Included with Great	
Bhopal-Itársi (British Section)	—	—	—	—	—	—	Included with Great	
North-Western (d)	1,589,262	1,43,07,775	12,661	3,63,851	648,544	4,84,297	19,574	1,00,185
Bengal Central (e)	77,476	2,07,346	185	254	81	51	16,843	13,123
Wardha Coal	31,929	62,393	—	—	569	500	118,466	1,22,192
Toungoo-Mándalay Extension	—	—	—	—	—	—	Included with Burma	
Total	6,072,662	5,25,61,512	28,397	9,08,766	1,303,696	12,26,767	1,434,038	62,25,284
STATE PROVINCIAL.								
Bareilly-Pilibheet	24,890	45,224	3	9	4,115	1,835	91	26
Lucknow-Sitapur-Sihráman	58,307	1,01,135	138	719	5,825	4,887	4	6
Eastern Bengal	828,744	58,35,931	1,311	18,982	61,283	45,396	67,541	99,543
Nalháti	15,013	24,126	2	11	—	—	8,611	14,555
Tirhoot	272,906	7,33,097	17	145	9,501	31,032	13,234	27,635
Jorhát	7,769	44,836	—	—	323	712	140	514
Cherra-Companygani	9,797	6,057	—	—	6	8	35	58
Amritsar-Pathánkot	—	—	—	—	—	—	Included with North	
Burma (f)	276,375	11,93,610	278	4,854	96,877	1,50,640	5,886	15,925
Total	1,493,794	80,98,946	1,749	24,720	178,020	2,44,519	95,542	1,57,352
GUARANTEED COMPANIES.								
Madras	722,564	43,34,300	1,534	67,402	12,112	65,526	3,581	21,515
South Indian (j)	669,538	22,67,353	146	6,493	228,009	87,972	6	1
Great Indian Peninsula (k)	2,009,171	2,96,63,008	6,818	1,49,667	326,462	2,71,317	70,848	1,71,462
Bombay, Baroda, and Central India (l)	995,508	75,53,163	820	23,223	8,892	8,282	34,820	1,81,573
Oudh and Rohilkhand (m)	772,402	30,38,877	3,514	31,003	172,716	99,469	9,521	84,771
Total	5,169,183	4,69,37,368	12,632	2,77,853	748,281	5,32,566	118,776	4,11,322
ASSISTED COMPANIES.								
Darjeeling-Himalayan	21,288	3,76,117	—	—	—	—	272	2,641
Tárakeshwar	—	—	—	—	—	—		Included with
Deoghur	5,940	1,895	—	—	—	—	—	—
Dibru-Sadiya	16,089	1,23,767	—	—	—	—	95,963	2,37,788
Bengal and North-Western	257,206	10,32,183	1	17	10,382	29,449	1,438	3,859
Rohilkhand-Kumaun	31,399	65,304	124	804	2,267	3,034	105	57
Thatón-Duyinzáik	6,352	11,010	—	—	—	—	—	—
Total	338,363	16,10,266	125	821	12,649	32,483	97,778	2,44,345
FOREIGN.								
Pondicherry	—	—	—	—	—	—		Included with
West of India Portuguese	—	—	—	—	—	—		Information
Total	—	—	—	—	—	—	—	—
NATIVE STATES.								
His Highness the Nizam's Guaranteed	142,476	8,29,886	677	11,723	99,275	72,506	2,578	7,963
Khámgaon	—	—	—	—	—	—	Included with Great	
Amráoti	—	—	—	—	—	—	Included with Great	
His Highness the Gaekwar's	31,837	55,161	—	—	40	18	19	37
His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar.	16,724	15,000	—	—	8,361	3,934	3	3
Bhopal-Itársi (Native State Section)	—	—	—	—	—	—	—	—
Bhávnagar-Gondal-Junágarh-Porbandar	39,847	4,82,555	—	—	11,612	35,011	Included with Great	
							1,330	4,645
Morvi	10,584	63,783	—	—	1,010	1,704	54	277
Jodhpore	41,466	1,85,016	—	1	666	446	1,236	4,331
Rájpura-Bhatinda	—	—	—	—	—	—	Included with North-	
Total	332,934	16,31,410	677	11,724	120,964	1,14,309	5,220	17,246
Total of all Railways	13,406,936	11,07,69,502	43,580	12,23,884	2,363,550	21,50,844	1,751,354	70,55,549

(a) Includes the Patna-Gya, Dildárnagar-Gházipur, Sindia and Tárakeshwar Railways.
(b) Includes the Katni-Umaria Branch.
(c) Includes the Bellary-Kistna State Railway.
(d) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(e) Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.
(f) Includes the Toungoo-Mandalay Extension.
(g) Net amount after deducting from the receipts for the year Rs. 1,38,366 on account of a refund made to the North-Western Railway for overcharge in respect of freight on coal and coke carried from January to December 1887.

RAILWAYS during the Year ending 31st December 1888.

TRAFFIC.

Coal for Revenue only.		Revenue Stores other than Coal.		Live Stock		Miscellaneous.	Total.		Railways.
Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Receipts.	Tons.	Receipts.	
	Rs.		Rs.		Rs.	Rs.	(h)	Rs. (i)	STATE IMPERIAL.
200,080	4,50,488	1,032,116	6,34,076	2,233	99,647	1,07,344	5,098,568	3,05,21,451	East Indian (a).
Indian Railway		—	—	—	—	—	—	—	Patna-Gya. Dildárnagar-Gházipur. Sindia.
Rohilkhand Railway		—	—	—	—	—	—	—	Benares Branch.
68,069	2,18,715	91,873	1,61,742	531	13,297	15,006	1,344,927	1,23,01,097	Rajputana-Malwa.
13,273	18,513	11,330	7,330	7	39	10,522	448,096	12,86,675	Bengal-Nágpur (b).
7,786	27,725	100,563	1,35,484	55	694	7,779	557,682	21,20,071	Southern Mahratta (c).
44	29	14,857	17,403	38	425	1,336	97,715	2,42,890	Do. (Mysore Section).
2,788	5,839	390	369	9	205	1,014	256,179	4,31,481	Indian Midland.
5	8	49,478	10,092	6	100	44	140,624	61,572	Villupuram-Dharmavaram, Nellore Branch.
Indian Peninsula Railway		—	—	—	—	—	—	—	Dhond-Manmád.
Indian Peninsula Railway		—	—	—	—	—	—	—	Bhopal-Itárai (British Section).
68,502	2,72,267	1,041,067	10,24,809	1,574	41,115	38,289	3,274,274	1,86,42,598	North-Western (d).
5,585	2,918	1,121	697	—	12	1,363	101,551	2,25,744	Bengal Central (d).
10	3	2,740	2,594	—	7	226	153,723	1,38,457	Wardha Coal.
State Railway		—	—	—	—	—	—	—	Toungoo-Mandalay Extension.
354,321	9,96,455	2,345,743	20,54,736	4,452	1,55,541	1,53,005	11,552,249	6,43,12,066	Total.
									STATE PROVINCIAL.
—	—	171	79	—	—	126	29,270	47,209	Bareilly-Pilibheet.
—	—	1,561	983	—	—	634	65,825	1,66,463	Lucknow-Sitapur-Sihrámau.
74,687	96,296	88,102	80,463	47	2,222	42,320	1,119,715	62,21,155	Eastern Bengal.
—	—	1,551	349	—	—	433	24,976	39,479	Nalháti.
3,609	5,931	3,486	3,947	20	224	17,068	312,956	3,43,979	Tirhoot.
333	621	328	693	—	—	33	8,934	47,409	Jorhát.
192	28	23	28	—	—	1	10,052	6,180	Cherra-Companyganj.
Western Railway		—	—	—	—	—	—	—	Amritsar-Pathánkot.
779	797	56,770	34,564	2,887	43,783	4,972	439,852	14,43,254	Burma. (f)
82,740	1,03,673	156,791	1,26,075	2,954	46,229	65,846	2,011,590	87,77,183	Total.
									GUARANTEED COMPANIES.
939	423	348,024	1,05,335	1,564	58,834	11,849	1,090,338	46,63,304	Madras.
14,817	26,714	437,182	1,11,045	210	2,698	1,296	1,349,998	25,08,672	South Indian. (j)
181,180	6,38,758	406,834	7,75,908	10,339	1,32,102	2,09,281	3,011,452	3,20,11,504	Great Indian Peninsula (k).
41,104	1,00,044	133,270	1,56,814	13,128	2,67,726	14,252	1,227,542	34,07,068	Bombay, Baroda, and Central India. (l)
41,223	1,50,269	116,068	64,975	206	6,426	7,594	1,118,750	34,33,884	Oudh and Rohilkhand (m).
279,383	9,16,208	1,441,378	12,13,477	25,447	4,67,786	2,44,252	7,795,080	5,10,20,832	Total.
									ASSISTED COMPANIES.
2,294	14,291	203	823	—	—	—	24,657	5,93,872	Darjeeling-Himalayan.
East Indian Railway		—	—	—	—	—	—	—	Tárakeshwar.
218	—	—	—	—	—	159	6,158	2,044	Deoghur.
—	—	—	—	9	468	193	113,061	3,02,216	Dibru-Sadiya.
13,184	14,951	3,221	6,572	109	2,153	3,146	285,630	10,92,330	Bengal and North-Western.
—	—	1,916	1,349	5	139	185	35,816	70,872	Rohilkhand-Kumaon.
—	—	—	—	—	—	—	6,353	11,010	Thaton-Duyinzálk.
16,296	29,242	5,340	8,744	123	2,760	3,683	470,074	19,32,344	Total.
									FOREIGN.
South Indian Railway not furnished		—	—	—	—	—	—	—	Pondicherry.
		—	—	—	—	—	—	—	West of India Portuguese.
—	—	—	—	—	—	—	—	—	Total.
									NATIVE STATES.
13,117	41,896	80,563	29,348	96	2,219	4,720	337,782	10,00,301	His Highness the Nizam's Guaranteed.
Indian Peninsula Railway		—	—	—	—	—	—	—	Khámgaon.
Indian Peninsula Railway		—	—	—	—	—	—	—	Amráoti.
536	303	1,569	731	23	64	103	34,024	56,417	His Highness the Gaekwar's.
—	—	265	188	—	—	177	25,353	19,311	His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar.
Indian Peninsula Railway		—	—	—	—	—	—	—	Bhopal-Itársi (Native State Section).
4,218	1,118	2,688	2,491	38	515	905	109,733	5,27,840	Bhávnagar-Gondal-Junágarh-Porbandar.
100	241	17	39	—	—	130	11,765	66,264	Morvi.
71	80	506	217	7	82	1,198	43,952	1,91,371	Jodhpore.
Western Railway		—	—	—	—	—	—	—	Rajpura-Bhatinda.
17,042	43,638	85,608	33,014	164	2,880	7,233	562,609	18,61,504	Total.
759,782	20,89,218	4,034,360	34,36,046	33,140	6,75,196	5,03,865	22,393,202	12,73,03,904	Total of all Railways.

(h) These figures differ from those obtained from the Revenue Accounts owing to the through goods traffic to and from the branch lines being counted once only in the Traffic Return instead of for each line separately.
(i) Excludes amount referred to in foot note (g) *plus* Rs. 5,171 on account of outstanding earnings.
(j) Includes the Pondicherry Railway.
(k) Includes the Dhond-Manmád, Khámgaon, Amráoti and Bhopal-Itársi State Railways.
(l) Includes the Pátri Branch.
(m) Includes the Benares Branch.

STATEMENT showing the UNIT MILEAGES of PASSENGERS and GOODS carried

Railways.	PASSENGER TRAFFIC. Number of Passenger Miles (expressed in the Number of Passengers carried one mile). First Class.	Second Class.	Third or Intermediate Class.	Lowest Class (Third or Fourth).	Total.	Other Coaching Traffic. Ton miles.	GOODS. General Merchandise.
STATE IMPERIAL.							
East Indian (a)	6,656,837	23,892,588	30,978,011	914,975,489	976,502,875	10,618,644	677,304,333
Patna-Gya							
Dildárnagar-Gházipur	—	—	—	—	—		Included with
Sindia							
Benares Branch	—	—	—	—	—		Included with Oudh
Rajputana-Malwa	2,178,210	12,478,663	16,084,726	433,738,467	464,480,066	3,528,147	320,901,457
Bengal-Nágpur (b)	61,878	196,460	345,147	23,568,461	24,171,946	55,181	19,022,273
Southern Mahratta (c)	523,965	1,385,353	—	104,347,763	106,262,081	456,331	33,932,858
Do. (Mysore Section)	141,032	266,580	—	21,391,143	21,798,755	67,866	4,308,741
Indian Midland	111,134	299,195	—	12,302,106	12,712,435	35,162	2,026,590
Villupuram - Dharmavaram, Nellore Branch.	31,770	83,759	—	15,406,825	15,521,854	19,102	944,742
Dhond-Manmád	—	—	—	—	—		Included with Great
Bhopal-Itársi (British Section)	—	—	—	—	—		Included with Great
North-Western (d)	4,997,394	15,831,769	25,285,006	496,194,151	542,308,320	5,855,321	432,520,959
Bengal Central (e)	87,270	498,655	4,243,797	24,833,249	29,662,971	155,632	5,009,883
Wardha Coal	11,733	19,565	58,338	3,356,612	3,446,248	8,188	1,107,278
Toungoo-Mandalay Extension	—	—	—	—	—		Included with
Total	14,806,223	54,952,537	76,995,025	2,050,113,766	2,196,867,551	20,843,574	1,498,099,114
STATE PROVINCIAL.							
Bareilly-Pilibheet	8,192	—	35,328	3,362,976	3,406,496	4,224	868,573
Lucknow-Sitapur-Sihrámau	—	(f) 165,005	141,263	(g) 12,181,870	12,488,138	41,647	3,273,867
Eastern Bengal	1,980,217	4,764,612	25,359,628	172,362,837	204,967,294	1,829,583	105,079,765
Nalháti	16,617	167,496	—	3,252,380	3,436,493	21,918	267,586
Tirhoot	335,051	426,691	378,439	73,271,069	74,411,250	276,610	21,155,444
Jorhát	7,128	—	(g) 800,192	—	807,320	425	103,203
Cherra-Companyganj	(f) 698	—	(g) 72,883	—	73,581	(h)	(h)
Amritsar-Pathánkot	—	—	—	—	—		Included with
Burma (i)	584,118	4,348,863	—	101,859,784	106,792,765	331,547	26,185,619
Total	2,932,021	9,872,667	26,287,733	366,790,916	405,883,337	2,505,954	156,934,057
GUARANTEED COMPANIES.							
Madras	2,889,593	7,169,233	—	303,334,400	313,393,186	2,885,032	104,958,052
South Indian (j)	767,632	1,629,587	4,910,081	246,006,283	253,313,583	445,464	53,443,980
Great Indian Peninsula (k)	6,700,203	31,231,367	(l) 64,223,098	(m) 404,905,540	507,060,208	7,619,420	656,806,220
Bombay, Baroda, and Central India (n).	2,713,546	12,848,208	46,264,046	203,707,182	265,532,982	2,812,575	178,290,167
Oudh and Rohilkhand	—	(f) 3,242,409	4,649,370	(g) 210,381,050	218,272,829	1,346,422	101,206,093
Total	13,070,884	56,120,804	120,046,595	1,368,334,455	1,557,572,788	15,108,913	1,094,704,512
ASSISTED COMPANIES.							
Darjeeling-Himalayan	103,090	266,735	—	891,283	1,260,108	(h)	—
Tárakeshwar	—	—	—	—	—		Included with
Deoghur	3,497	—	862,367	—	865,864	—	28,453
Dibru-Sadiya	48,244	52,086	—	1,845,141	1,945,471	8,814	628,801
Bengal and North-Western	160,289	283,967	175,279	70,504,819	71,124,354	154,623	33,336,009
Rohilkhand-Kumaun	197,241	—	342,758	4,924,534	5,464,533	93,436	1,373,342
Thatón-Duyinzáik	—	—	—	(o) 164,992	164,992	—	50,816
Total	511,361	602,788	1,380,404	78,330,819	80,825,372	256,873	35,417,421
FOREIGN.							
Pondicherry	—	—	—	—	—		Included with
West of India Portuguese	—	—	—	—	—		Information
Total	—	—	—	—	—	—	—
NATIVE STATES.							
His Highness the Nizam's Guaranteed.	521,722	3,038,632	11,346,912	34,793,839	49,701,105	435,607	15,616,953
Khámgaon	—	—	—	—	—		Included with Great
Amráoti	—	—	—	—	—		Included with Great
His Highness the Gaekwar's	—	(f) 75,411	—	(g) 5,486,372	5,561,783	11,456	762,939
His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar.	—	10,635	—	2,291,380	2,302,015	4,112	275,734
Bhopal-Itársi (Native State Section).	—	—	—	—	—		Included with Great
Bhávnagar-Gondal-Junágarh-Porbandar.	147,476	655,352	—	32,258,962	33,061,790	159,393	7,096,906
Morvi	—	(f) 104,278	—	(g) 4,409,048	4,513,326	19,670	594,481
Jodhpore	33,817	118,271	—	12,613,875	12,765,963	33,530	2,492,931
Rájpura-Bhatinda	—	—	—	—	—		Included with
Total	703,015	4,002,579	11,346,912	91,853,476	107,905,982	713,768	26,839,944
Total of all Railways	32,023,504	125,551,375	236,056,669	3,955,423,432	4,349,054,980	39,429,082	2,811,995,048

(a) Includes the Patna-Gya, Dildárnagar-Gházipur, Sindia, and Tárakeshwar Railways. (b) Includes the Katni-Umaria Branch.
(c) Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway.
(d) Includes the Toungoo-Mandalay Extension. (f) Includes the Pondicherry Railway.
(m) Third class passengers by other than mail trains.

on the several RAILWAYS during the Year ending 31st December 1888.

GOODS TRAFFIC. Number of Ton-Miles (expressed in the Number of Tons moved one mile).							Railways.
Military Stores.	Railway Materials for Construction.	Coal for the Public and Construction.	Coal for Revenue only.	Revenue Stores other than Coal.	Live Stock.	Total.	
							STATE IMPERIAL.
4,604,991	2,707,698	245,151,238	46,302,476	56,092,982	891,523	1,033,055,236	East Indian (*a*).
East Indian Railway		—	—	—	—	—	Patna-Gya. Dildárnagar-Gházipur. Sindia.
and Rohilkhand Railway		—	—	—	—	—	Benares Branch.
813,890	1,958,948	1,853,085	11,998,121	8,984,109	105,393	346,615,003	Rajputana-Malwa.
4,997	9,317,232	1,326,645	1,267,059	479,226	119	31,417,551	Bengal-Nágpur (*b*).
98,716	8,676,207	675,547	1,229,843	7,171,887	4,685	51,809,743	Southern Mahratta (*c*).
326	397,003	1,830	1,295	1,098,022	3,226	5,810,443	Do. Mysore Section.
33,819	7,678,682	99,381	274,782	17,356	1,267	10,131,877	Indian Midland.
409	372,380	—	377	473,460	345	1,790,713	Villupuram-Dharmavaram, Nellore Branch.
Indian Peninsula Railway		—	—	—	—	—	Dhond-Manmád.
Indian Peninsula Railway		—	—	—	—	—	Bhopal-Itársi (British Section).
3,558,027	25,557,381	4,127,000	17,342,644	71,898,766	293,367	555,298,144	North-Western (*d*).
497	3,397	616,245	191,510	37,890	4	6,859,426	Bengal Central (*e*).
1	21,800	5,207,378	240	181,710	34	6,517,941	Wardha Coal.
Burma State Railway		—	—	—	—	—	Toungoo-Mandalay Extension.
9,115,673	56,690,223	259,058,349	78,608,347	146,434,408	1,299,963	2,049,306,077	Total.
							STATE PROVINCIAL.
101	101,000	181	—	2,816	—	972,671	Bareilly-Pilibheet.
7,704	321,351	124	—	76,169	—	3,679,215	Lucknow-Sitapur-Sihrámau.
307,760	2,913,953	3,478,384	5,232,912	4,558,899	16,389	121,583,062	Eastern Bengal.
48	—	232,890	—	23,400	—	523,924	Nalháti.
1,234	1,016,229	944,781	408,264	606,206	6,509	24,138,673	Tirhoot.
—	3,592	2,441	4,126	2,998	—	116,360	Jorhát.
—	—	—	—	—	—	(*h*)	Cherra-Companyganj.
North-Western Railway		—	—	—	—	—	Amritsar-Pathánkot.
45,981	8,198,456	678,507	53,189	3,238,072	274,386	38,674,210	Burma (*i*).
362,828	12,554,581	5,332,314	5,698,491	8,508,560	297,284	189,688,115	Total.
							GUARANTEED COMPANIES.
456,542	2,079,779	632,306	12,462	6,178,096	355,934	114,673,171	Madras.
37,476	4,089,368	54	1,266,471	5,029,298	29,222	63,386,869	South Indian (*j*).
1,255,738	8,999,565	6,713,592	27,087,763	43,157,706	1,573,604	745,594,188	Great Indian Peninsula (*k*).
238,834	419,722	9,947,367	5,488,152	7,633,857	2,709,479	204,727,578	Bombay, Baroda, and Central India (*l*).
461,882	10,424,191	1,310,557	10,548,386	6,703,920	37,042	130,692,071	Oudh and Rohilkhand.
2,450,472	26,012,625	18,603,876	44,403,234	68,702,877	4,696,281	1,259,573,877	Total.
							ASSISTED COMPANIES.
—	—	—	—	—	—	(*h*)	Darjeeling-Himalayan.
East Indian Railway		—	—	—	—	—	Tárakeshwar.
—	—	—	1,044	—	—	29,497	Deoghur.
—	—	5,844,511	—	—	382	6,473,694	Dibru-Sadiya.
140	932,581	120,482	703,573	236,580	70,471	35,399,836	Bengal and North-Western.
7,364	106,208	1,170	—	47,782	347	1,536,213	Rohilkhand-Kumaun.
—	—	—	—	—	—	50,816	Thatón-Duyinzéik.
7,504	1,038,789	5,966,163	704,617	284,362	71,200	43,490,056	Total.
							FOREIGN.
South Indian Railway		—	—	—	—	—	Pondicherry.
not furnished		—	—	—	—	—	West of India Portuguese.
—	—	—	—	—	—	—	Total.
							NATIVE STATES.
81,885	2,685,744	361,658	1,651,592	1,541,234	10,836	21,949,902	His Highness the Nizam's Guaranteed.
Indian Peninsula Railway		—	—	—	—	—	Khámgaon.
Indian Peninsula Railway		—	—	—	—	—	Amráoti.
—	981	525	16,626	38,106	508	879,685	His Highness the Gaekwar's.
—	198,391	105	—	7,205	—	481,435	His Highness the Gaekwar's Viramgam-Mehsana-Vadnagar.
Indian Peninsula Railway		—	—	—	—	—	Bhopal-Itársi (Native State Section).
—	1,000,650	137,922	46,719	138,316	3,257	8,423,770	Bhávnagar-Gondal-Junágarh-Porbandar.
—	49,747	3,640	6,808	749	—	655,425	Morvi.
—	20,384	79,105	4,514	11,655	403	2,608,992	Jodhpore.
North-Western Railway		—	—	—	—	—	Rájpura-Bhatinda.
81,885	3,955,897	582,955	1,726,259	1,737,265	15,004	34,939,209	Total.
12,018,322	109,252,115	289,543,657	131,140,948	225,667,472	6,379,732	3,576,297,334	Total of all Railways

(*a*) Includes the Bellary-Kistna State Railway. (*b*) Upper class. (*c*) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itársi State Railways. (*d*) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways. (*e*) Lower class. (*f*) Includes the Pátri Branch. (*g*) 1st, 2nd, and 3rd classes. (*h*) Information not furnished. (*i*) Third class passengers by mail trains.

Revenue.

25. On pages 71 and 72 will be found a statement giving the Capital outlay on open lines up to 31st December 1888, including and excluding Steam-boat Services and Suspense Accounts.

The average cost per mile of all open lines (excluding Steam-boat Services and Suspense Accounts) was Rs. 1,27,874. The 5′ 6″ and the metre gauge lines have averaged, respectively, Rs. 1,67,333 and Rs. 70,777 per mile.

26. The net revenue derived from Railways during the year 1888, including Steam-boat Services, amounted to Rs. 9,89,01,275, as compared with Rs. 9,36,48,210 in 1887.

27. The total Capital debit, including Steam-boat Services and Suspense Accounts, but excluding indirect charges against lines open to traffic on the 31st December 1888, amounted to Rs. 1,93,04,32,574, and the percentage of the net earnings on this outlay was equal to 5·12, the same as in 1887, when the capital outlay amounted to Rs. 1,82,87,92,655.

28. Excluding the Steam-boat Services and Capital expenditure on Suspense Accounts the general results of railway working compare as follows for the last three years:—

—	1886.	1887.	1888.
Miles open at end of year	12,864·78	14,068·11	14,459·97*
Capital outlay at end of year Rs.	1,65,04,41,095	1,75,42,93,486	1,85,63,98,081
Average cost per mile open „	1,28,291	1,24,700	1,27,874
Gross earnings during the year „	18,58,41,170	18,36,34,302	19,64,60,344
Working expenses during the year „	8,84,22,951	9,00,94,841	9,77,07,385
Net earnings of the year „	9,74,18,219	9,35,39,461	9,87,52,959
Percentage of net earnings on capital cost	5·90	5·33	5·32
Gross earnings per mile per week calculated on mean mile worked. Rs.	285	260	263

29. On page 73 will be found a statement comparing the net earnings and their percentage on Capital expenditure finally charged off (excluding Suspense Accounts) for the principal railways during the last five years.

30. The net revenue (including Steam-boat receipts) earned by the Imperial and Provincial State lines, East Indian and Branch lines excepted, during the past year, amounted to Rs. 2,79,36,445, giving a return of 3·33 per cent. on a total Capital expenditure of Rs. 83,93,64,565. Including the East Indian Railway and State Branch lines worked by it, the net earnings of the State lines were at the rate of 4·82 per cent. on the Capital expended.

31. The net revenue of the East Indian Railway, including the Steam-boat Service, and the branch lines† worked by the Company, amounted to Rs. 3,06,43,099, being at the rate of 8·19 per cent. on a total Capital expenditure of Rs. 37,41,61,038. The surplus profits on the East Indian Railway proper during the past year, after paying annuity and interest charges, were Rs. 58,23,465, of which sum one-fifth or Rs. 11,64,693 was paid over to the working Company as its share under the contract.

32. The statements relating to Guaranteed Railway transactions on pages 76 and 77 are similar to those given in previous reports. Conversions from the Indian currency into sterling have been made at the contract rates of exchange.

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* See foot note (*h*) on page 72.

† Patna-Gya, Dildárnagar-Gházipur, Sindia, and Tárakeshwar.

The Guaranteed lines returned a net revenue of 3,433,689*l.* The guaranteed interest for the year amounted to 2,688,848*l.*, so that the net earnings were in excess of the guaranteed interest by 744,841*l.*

From the commencement of operations up to 31st December 1888, a gross sum of 61,396,723*l.* has been advanced as interest by the State to the Guaranteed Railway Companies, excluding the East Indian and Eastern Bengal and the late Sind, Punjab and Delhi Railways, and up to 30th June 1888 the total net earnings of these railways, exclusive of half of any surplus profits realised, amounted to 42,304,083*l.*, leaving a net amount of 19,092,640*l.*, which has been paid by the State.

The surplus profits realised on Guaranteed Railways during the year 1888 amounted to 1,028,479*l.*, as compared with 989,702*l.* in 1887, and 1,045,437*l.* in 1886.

33. The lines in the hands of Assisted Companies, excluding the Tárakeshwar Railway, yielded during 1888 a net revenue of Rs. 15,30,199, being at the rate of 4·23 per cent. on a total capital outlay of Rs. 3,61,51,631.

34. The net revenue earned by the Native State lines during the same period, amounted to Rs. 16,68,604, being at the rate of 2·95 per cent. on a total capital outlay of Rs. 5,66,18,611.

35. On pages 74 and 75 will be found a statement showing the direct annual loss or gain to the State from railway outlay during each financial year from 1858.

STATEMENT showing the COST of open LINES of RAILWAY on 31st December 1888, and the average cost per mile.

Railways.	Length of Line open on 31st December 1888.	Capital outlay on open line to 31st December 1888 on final heads (exclusive of Steam-boat Service and Suspense).	Average cost per mile (exclusive of Steam-boat Service and Suspense).	Total Capital outlay on open line to 31st December 1888 (inclusive of Steam-boat Service and Suspense).
STATE IMPERIAL.	Miles.	Rs.	Rs.	Rs.
East Indian	1,513·45	35,01,88,207	2,31,384	35,82,32,473
Patna-Gya	57·20	42,81,461	74,851	42,81,461
Dildárnagar-Gházipur	11·99	7,02,536	58,593	7,02,536
Sindia	74·88	92,09,746	1,22,909	92,09,746
Benares Branch	3·24	5,93,614	1,83,214	5,93,614
Rajputana-Malwa	1,664·42	12,43,12,627	74,688	12,95,61,748
Bengal-Nágpur	224·50	2,90,27,605	1,29,299	3,68,27,582
Southern Mahratta (*a*)	854·38	7,20,11,558	84,285	7,66,66,870
Ditto (Mysore Section)	139·75	68,83,123	49,253	86,16,598
Indian Midland	136·25	1,22,84,140	90,159	1,23,34,140
Villupuram-Dharmavaram, Nellore Branch	82·77	61,51,392	74,319	63,70,823
Dhond-Manmád	145·50	1,09,56,913	75,305	1,09,75,115
Bhopal-Itársi (British Section)	13·00	12,50,000	96,154	12,50,000
North-Western	(*b*) 2,391·46	36,62,96,469	1,53,167	38,44,01,737
Bengal Central (*c*)	125·01	91,39,435	73,110	92,53,170
Wardha Coal	45·00	59,21,571	1,31,590	(*d*) 61,31,184
Toungoo-Mandalay Extension	108·00	54,37,721	50,349	54,80,953
Total	7,590·80	1,01,46,48,118	1,33,666	1,06,08,89,750

(*a*) Includes the Bellary-Kistna State Railway.
(*b*) Includes 58·81 miles of line temporarily closed during the year, and 14·52 miles of line constructed but not worked.
(*c*) Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.
(*d*) Excludes Rs. 9,80,045 on account of colliery.

STATEMENT showing the COST of open LINES of RAILWAY on 31st December 1888 and the average cost per mile—*concluded.*

Railways.	Length of Line open on 31st December 1888.	Capital outlay on open line to 31st December 1888 on final heads (exclusive of Steam-boat Service and Suspense).	Average cost per mile (exclusive of Steam-boat Service and Suspense).	Total Capital outlay on open line to 31st December 1888 (inclusive of Steam-boat Service and Suspense).
STATE PROVINCIAL.	Miles.	Rs.	Rs.	Rs.
Bareilly-Pilibheet	36·00	15,20,903	42,247	15,20,903
Lucknow-Sitapur-Sihrámau	104·59	35,62,602	34,063	37,07,803
Eastern Bengal	673·21	8,42,51,548	1,25,149	8,85,69,588
Nalháti	27·25	3,25,959	(a) 11,962	3,40,922
Tirhoot	273·00	1,98,68,543	72,778	2,07,78,252
Jorhát	30·60	6,99,206	22,850	7,10,376
Cherra-Companyganj	7·50	2,88,144	38,419	2,93,860
Amritsar-Pathánkot	64·79	55,35,786	85,442	55,89,251
Burma	333·00	2,83,82,900	85,234	2,93,90,076
Total	1,549·94	14,44,35,591	93,188	15,09,01,031
GUARANTEED COMPANIES.				
Madras	839·27	11,30,73,456	1,34,728	11,53,78,656
South Indian	654·59	4,57,15,607	69,838	4,90,00,032
Great Indian Peninsula	1,288·25	26,66,74,869	2,07,005	27,25,93,364
Bombay, Baroda, and Central India (b)	460·90	9,18,78,576	1,99,346	9,53,96,253
Oudh and Rohilkhand	(c) 689·31	3,91,57,048	1,29,342	9,17,68,424
Total	3,932·32	60,64,99,556	1,54,234	62,41,36,729
ASSISTED COMPANIES.				
Darjeeling-Himalayan	51·00	27,03,754	53,015	27,71,926
Tárakeshwar	22·23	17,34,822	78,040	17,34,822
Deoghur	4·79	2,75,000	57,411	2,81,180
Dibru-Sadiya	78·00	53,42,581	68,495	53,73,445
Bengal and North-Western	376·00	(d) 2,30,22,789	61,231	(d) 2,50,04,480
Rohilkhand-Kumaun	55·00	22,60,180	41,094	23,40,100
Thatón-Duyinzáik	8·00	3,80,500	47,562	3,80,500
Total	595·02	3,57,19,626	60,031	3,78,86,453
FOREIGN.				
Pondicherry	—	Information not furnished		—
West of India Portuguese	—	Information not furnished		—
Total	—	—	—	—
NATIVE STATES.				
His Highness the Nizam's Guaranteed	305·71	3,31,14,508	1,08,320	3,41,62,205
Khámgaon	7·50	4,82,570	64,343	4,88,357
Amráoti	5·50	4,34,666	79,030	4,43,892
His Highness the Gaekwar's	58·85	13,56,575	23,051	13,60,209
His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar.	27·73	9,16,565	33,053	9,16,565
Bhopal-Itársi (Native State Section)	44·00	47,19,806	1,07,268	48,01,701
Bhávnagar-Gondal-Junágarh-Porbandar	(e) 193·02	(e) 93,82,335	48,608	(e) 97,44,233
Morvi	68·00	11,64,558	(f) 17,126	11,77,842
Jodhpore	124·00	22,80,006	(g) 18,387	22,80,006
Rájpura-Bhatinda	15·06	12,43,601	82,576	12,43,601
Total	849·37	5,50,95,190	64,866	5,66,18,611
Total for all Railways	(h) 14,517·45	1,85,63,98,081	1,27,874	1,93,04,32,574

(a) Calculated on the amount paid by the State for the purchase of the line.
(b) Includes the Pátri Branch, the State outlay (Rs. 8,08,405) on which was met from the Civil Works grant. The Capital outlay shown in this table is inclusive of this amount.
(c) Excludes 3·24 miles of the Benares Branch of the East Indian Railway leased to the Oudh and Rohilkhand Railway Company.
(d) Excludes interest on Capital during construction (Rs. 10,90,014).
(e) Excludes the Jetalsar-Junágarh Section, 15·85 miles, opened on 1st September 1888, and its cost.
(f) This is a 2' 6" gauge line and is laid with permanent-way materials of a very light description.
(g) Line laid on metre gauge. The comparatively small outlay is due to the works being very light. There are no large bridges; the permanent-way is partly of old 36 lb. iron rails purchased second-hand from the Rajputana Railway; the sleepers are mostly jungle-wood, costing less than a third the price of Deodar.
(h) See foot note (b) on the preceding page and foot note (e) on this page. The actual open mileage on 31st December 1888, excluding Foreign lines (68·75 miles) was 14,459·97 miles.

STATEMENT showing the NET EARNINGS and their PERCENTAGE on the CAPITAL EXPENDITURE finally charged off (excluding Suspense Accounts) for the principal Railways during the last Five Years—1884 to 1888.

Railways.	1888.		1887.		1886.		1885.		1884.	
	Net Earnings.	Percentage of Net Earnings per annum on Capital Expenditure.	Net Earnings.	Percentage of Net Earnings per annum on Capital Expenditure.	Net Earnings.	Percentage of Net Earnings per annum on Capital Expenditure.	Net Earnings.	Percentage of Net Earnings per annum on Capital Expenditure.	Net Earnings.	Percentage of Net Earnings per annum on Capital Expenditure.
5′ 6″ GAUGE.										
STATE IMPERIAL.	Rs.		Rs.		Rs.				Rs.	
East Indian (including branches)	3,00,43,099	8·36	3,23,83,088	8·75	3,13,32,323	8·62	3,08,19,533	8·95	2,79,64,136	7·87
Indian Midland	1,30,430	1·47	(a)	(a)	(a)	(a)	—	—	—	—
North-Western: Punjab Northern	82,82,706	2·23	87,07,548	1·79	1,19,65,607	4·17	14,28,634	1·96	8,96,293	1·23
North-Western: Indus Valley							64,24,734	7·55	37,01,664	4·42
North-Western: Sind, Punjab, and Delhi							31,25,060	5·17	41,96,362	3·55
STATE PROVINCIAL.										
Eastern Bengal: Eastern and Southern Sections.					19,78,953	4·09	18,93,231	4·01	25,36,226	5·52
Eastern Bengal: Northern Section	55,25,425	6·37	45,04,782	5·36	12,67,373	5·70	6,44,264	3·03	6,51,514	3·15
Eastern Bengal: Kaunia-Dhartla Branch					18,043	1·93	29,687	3·19	43,045	4·67
Eastern Bengal: Dacca Section					—23,743	—	—41,845	—	Not opened.	
GUARANTEED COMPANIES.										
Madras	35,21,646	3·11	28,80,929	2·60	32,29,244	2·86	32,79,168	2·92	29,25,687	2·62
Great Indian Peninsula	(b) 2,17,78,956	8·17	(b) 2,12,26,120	8·06	(b) 2,10,07,724	8·05	(b) 1,90,47,220	6·96	(b) 1,60,52,516	6·26
Bombay, Baroda, and Central India	71,19,358	(c) 7·82	70,68,816	(c) 7·80	79,52,756	(c) 8·63	75,25,716	(c) 8·44	69,27,133	(c) 7·95
Oudh and Rohilkhand	30,16,005	3·38	31,35,240	3·53	28,60,755	3·68	19,05,361	3·21	23,96,146	3·68
NATIVE STATES.										
His Highness the Nizam's Guaranteed	7,57,467	2·29	5,52,905	2·05	6,04,524	2·56	4,87,023	2·37	5,59,774	2·94
METRE GAUGE.										
STATE IMPERIAL.										
Rajputana-Malwa: Main Line and Branches, Holkar and Rewári-Ferozepore Sections.	96,31,726	7·75	81,25,471	9·56	90,47,111	7·31	77,33,000	7·26	59,27,333	5·74
Rajputana-Malwa: Cawnpore-Achnera Section.							1,10,355	1·02	2,05,348	2·66
Bengal-Nágpur: Nágpur - Chhattisgarh Section. (d)	5,21,706	1·80	5,09,248	4·45	5,34,029	4·71	4,93,574	4·70	5,58,030	5·63
Bengal-Nágpur: Kátni-Umaria (e)			—12,806	—	—516	—	—	—	—	—
Southern Mahratta	9,32,866	1·30	10,30,826	(f) 1·69	4,96,326	1·44	1,40,337	0·77	—18,132	—
STATE PROVINCIAL.										
Tirhoot	7,98,975	3·91	6,95,725	3·70	5,01,189	3·03	3,59,269	2·49	2,66,581	1·88
Burma	12,71,960	3·76	15,53,303	5·55	2,43,271	3·38	4,73,123	1·78	8,21,935	4·19
GUARANTEED COMPANIES.										
South Indian	16,72,272	3·66	16,09,557	3·56	14,91,856	3·36	15,96,337	3·62	15,05,197	3·47
ASSISTED COMPANIES.										
Bengal and North-Western	9,88,844	(g) 4·04	8,57,004	(g) 3·62	8,09,139	(h) 3·79	6,10,799	(i) 3·40	—26,221	—
NATIVE STATES.										
Bhávnagar-Gondal-Junágarh-Porbandar.	5,53,675	(k) 5·90	4,42,103	4·60	4,15,149	4·37	3,91,247	4·17	4,97,471	5·51

(a) Opened on 1st April 1886, and worked by East Indian Railway up to 31st December 1887.
(b) Net earnings of the Great Indian Peninsula Railway only.
(c) Calculated on the capital outlay on the Bombay, Baroda, and Central India Railway, exclusive of State outlay on the Pátri Branch.
(d) Conversion completed and line worked on broad gauge from 27th November 1888.
(e) Broad gauge line, opened on 2nd November 1886.
(f) Calculated on the capital outlay of the Southern Mahratta Railway only, though the net earnings included the Bellary-Kistna Railway.
(g) The capital outlay on which this is calculated is exclusive of interest on capital during construction (Rs. 10,96,014).
(h) The capital outlay on which this is calculated is exclusive of interest on capital during construction (Rs. 3,93,703).
(i) The capital outlay on which this is calculated is exclusive of interest on capital during construction (Rs. 6,85,556).
(k) Calculated on the outlay on the Bhávnagar-Gondal Section only, as a small portion of the Jetalsar-Verával Section was opened for traffic for only four months.

STATEMENT showing the direct ANNUAL GAIN or

Year.	Guaranteed Railways.					State		
	Capital raised to end of each Year.	Capital withdrawn for Expenditure to end of each Year.	Net Traffic Receipts, less Moieties of surplus Profits paid to Companies.	Guaranteed Interest.	Loss or Gain to State. —or+	Capital expended to end of each Year.	Net Traffic Receipts.	Interest† and Annuity.
	£	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1858–59	22,998,405	19,151,531	232,365	838,411	−606,046	—	—	—
1859–60	28,573,287	26,322,995	403,657	1,199,929	−796,872	—	—	—
1860–61	34,397,817	33,901,710	389,413	1,485,745	−1,096,332	—	—	—
1861–62	42,979,539	40,503,922	391,162	1,788,153	−1,396,991	—	—	—
1862–63	48,218,541	46,367,266	625,615	2,166,755	−1,541,140	—	—	—
1863–64	54,332,994	51,122,919	821,548	2,456,182	−1,634,634	—	—	—
1864–65	57,541,917	55,245,159	1,129,851	2,683,787	−1,553,936	—	—	—
1865–66	60,860,247	60,882,025	2,865,574	2,889,241	−23,667	—	—	—
1866–67	67,258,917	68,179,728	2,847,085	3,031,087	−684,002	107,212	—	—
1867–68	76,571,751	75,299,809	1,989,112	3,480,677	−1,491,565	107,806	—	14
1868–69	82,417,905	79,167,736	2,229,509	3,881,013	−1,651,504	671,927	−1,379	12,455
1869–70	86,773,325	83,910,587	2,627,841	4,126,025	−1,498,084	866,865	−790	29,180
1870–71	91,426,816	87,686,857	2,556,707	4,341,609	−1,784,902	1,310,044	68	43,585
1871–72	93,550,303	90,183,585	2,877,153	4,542,183	−1,665,030	1,956,039	−4,063	68,199
1872–73	93,736,915	90,660,830	2,785,657	4,862,188	−2,076,531	3,400,947	5,362	107,787
1873–74	94,725,814	91,353,883	3,532,545	4,959,244	−1,426,699	5,864,893	−6,563	187,178
1874–75	95,119,118	92,441,794	3,742,303	5,030,233	−1,287,930	9,085,829	44,162	302,264
1875–76	95,072,441	93,392,600	4,054,421	5,146,157	−1,091,736	12,360,929	96,601	433,534
1876–77	94,833,129	94,188,059	4,818,106	5,450,007	−631,901	15,364,303	90,012	559,504
1877–78	96,313,173	95,420,309	5,862,044	5,372,238	+489,806	19,573,392	152,343	703,753
1878–79	97,174,046	96,444,666	4,364,979	5,702,898	−1,337,919	23,210,401	229,080	860,675
1879–80	97,959,284	96,829,969	3,974,645	5,667,875	−1,693,230	27,829,689	327,194	1,029,272
1880–81	67,282,930	66,348,478	2,555,069	3,921,412	−1,366,343	32,941,576	646,007	1,194,655
1881–82	67,465,609	67,921,756	3,282,294	3,945,306	−663,012	35,831,582	838,257	1,380,086
1882–83	68,065,868	67,481,448	3,095,456	4,077,125	−981,669	37,913,941	1,086,203	1,482,576
1883–84	69,154,961	68,769,369	3,118,197	4,047,246	−929,049	41,533,488	1,376,118	1,593,293
1884–85	65,924,277	66,658,570	3,046,805	4,028,654	−981,849	50,405,981‡	1,725,066	1,829,434
1885–86	56,981,094	56,814,758	3,327,946	4,231,707	−903,761	70,104,472§	2,214,550	2,196,624
1886–87	57,695,294	57,046,325	3,112,518	3,721,364	−609,346	75,448,655	2,557,460	3,212,000
1887–88	58,035,294	57,694,898	2,974,048	3,852,946	−878,898	77,746,639	2,154,655	3,362,181
Total	—	—	79,133,125	112,927,897	−33,794,772	—	13,530,443	20,588,249
1888–89 Budget	*58,035,294*	*58,487,984*	*2,935,000*	*3,673,700*	*−938,700*	*81,392,575*	*2,576,900*	*3,508,300*
1888–89 Revised	48,766,783	49,116,331	3,128,200	3,959,500	−831,300	89,460,419‖	2,689,700	3,563,400
1889–90 Budget	48,866,783	49,340,731	2,947,500	3,489,100	−491,600	92,792,619	3,040,500	4,087,300
GRAND TOTAL	—	—	85,208,825	120,326,497	−35,117,672	—	19,260,643	28,238,949

The decrease in the transactions of the Guaranteed Railways in 1880–81, in 1884–85, in 1885–86, and in 1888–89 (Revised) compared with the year from the category of

* This sum is thus arrived at—

	£
Capital of East Indian Railway at time of purchase (*a*)	26,200,860
25 per cent. premium thereon	6,550,000
Debentures and debenture stock	4,450,000
Outlay subsequent to purchase	154,385
Total	37,354,248

(*a*) Of these amounts, 27,623,886*l.* will be redeemed by an annuity terminable in 1958, which annuity is entered in the column "Interest and Annuity."

† Interest on capital outlay calculated at 4 per cent., except on 1,000,000*l.* lent by His Highness the Maharajah Holkar for the construction of the Holkar State Railway, on which 4½ per cent. is paid by the State.

‡ Includes the following items, which represent the actual liability to the State on account of the Eastern Bengal Railway at the time of its purchase:—

	£
Share capital at time of purchase	2,255,480
Premium on ditto	1,136,437
Debentures and debenture stock	1,023,658
Total	4,415,575

NOTE.—The figures from 1872–73 have been revised according to present classification. (Exchange has been included from the year 1872–73 to date and interest calculated thereon.)

Loss to the STATE from RAILWAY OUTLAY since 1858.

Railways.	Imperial Lines in the Hands of Companies.			East Indian Railway.				Total Loss or Gain to State.	Year.
Loss or Gain to State. — or +	Net Traffic Receipts, less Surplus Profits paid to Companies.	Interest.¶	Loss or Gain to State. — or +	Capital expended.	Net Traffic Receipts, less Surplus paid to Shareholders.	Interest and Annuity.	Loss or Gain to State. — or +*	— or +	
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	
—	—	—	—	—	—	—	—	—606,044	1858–59
—	—	—	—	—	—	—	—	—796,872	1859–60
—	—	—	—	—	—	—	—	—1,096,332	1860–61
—	—	—	—	—	—	—	—	—1,396,991	1861–62
—	—	—	—	—	—	—	—	—1,541,140	1862–63
—	—	—	—	—	—	—	—	—1,634,634	1863–64
—	—	—	—	—	—	—	—	—1,553,936	1864–65
—	—	—	—	—	—	—	—	—28,667	1865–66
—	—	—	—	—	—	—	—	—634,002	1866–67
—14	—	—	—	—	—	—	—	—1,491,579	1867–68
—13,834	—	—	—	—	—	—	—	—1,665,388	1868–69
—29,970	—	—	—	—	—	—	—	—1,528,054	1869–70
—43,517	—	—	—	—	—	—	—	—1,828,419	1870–71
—72,262	—	—	—	—	—	—	—	—1,737,292	1871–72
—102,425	—	—	—	—	—	—	—	—2,178,956	1872–73
—193,741	—	—	—	—	—	—	—	—1,620,440	1873–74
—258,102	—	—	—	—	—	—	—	—1,546,032	1874–75
—336,933	—	—	—	—	—	—	—	—1,428,669	1875–76
—469,492	—	—	—	—	—	—	—	—1,101,393	1876–77
—551,410	—	—	—	—	—	—	—	—61,604	1877–78
—631,595	—	—	—	—	—	—	—	—1,969,514	1878–79
—702,078	—	—	—	37,354,248§	949,154	41,357	—907,797	—1,487,511	1879–80
—548,648	—	—	—	418,485	2,647,756	1,661,493	+986,263	—928,728	1880–81
—541,729	—	2,426	—2,426	455,262	3,063,595	2,002,181	+1,061,414	—145,753	1881–82
—396,373	—	45,233	—45,233	148,197	2,531,943	2,062,359	+469,584	—953,691	1882–83
—217,175	—95	116,301	—116,396	233,298	3,002,620	2,052,418	+950,202	—312,418	1883–84
—104,368	61	162,791	—162,730	279,192	2,481,190	2,084,856	+396,334	—852,613	1884–85
+17,926	20,932	257,716	—236,784	247,518	2,821,318	2,207,459	+613,859	—508,760	1885–86
—654,540	66,238	471,590	—405,352	158,858	2,985,440	2,298,993	+686,447	—982,791	1886–87
—1,207,526	182,448	641,601	—459,153	58,287	2,940,636	2,370,534	+570,102	—1,975,475	1887–88
—7,057,806	269,584	1,697,658	—1,428,074	39,353,295	23,423,652	16,781,650	+6,642,002	—35,638,650	Total.
—931,400	*241,500*	*892,600*	*—651,100*	*65,000*	*2,940,300*	*2,376,000*	*+564,300*	*—1,936,900*	Budget } 1888–89
—873,700	247,000	913,500	—666,500	5,000	2,760,300	2,504,900	+255,400	—2,116,100	Revised }
—1,046,800	453,600	1,062,500	—608,900	240,000	2,735,300	2,407,100	+328,200	—1,819,100	Budget 1889–90
—8,978,306	970,184	3,673,658	—2,703,474	39,598,295	28,919,252	21,693,650	+7,225,602	—39,573,850	GRAND TOTAL.

immediately preceding is due to the removal of the East Indian, Eastern Bengal, Sind, Punjab, and Delhi, and the Oudh and Rohilkhand Railways Guaranteed Railways.

§ Includes the following items, which represent the liability of the State on account of the Sind, Punjab, and Delhi Railway at the time of its purchase :—

	£
Share capital at time of purchase	11,075,320
Premium on ditto	2,933,804
Total	14,009,124

‖ Includes liability incurred in purchase of the Oudh and Rohilkhand Railway as under—

	£
Purchase of the property of the Company	5,036,000
Debentures and debenture stock	5,300,000
Total	10,336,000

¶ Includes the following amounts for advances, and repayments of advances, of interest :—

	1881–82.	1882–83.	1883–84.	1884–85.	1885–86.	1886–87.	1887–88.	1888–89.	1889–90.
	£	£	£	£	£	£	£	£	£
Advances	5,188	16,807	34,154	45,239	—	—	—	—	—
Repayments	2,762	4,524	3,249	618	119	1,616	24,764	35,100	23,000
Net	2,426	12,283	30,905	44,621	—119	—1,616	—24,764	—35,100	—23,000

GUARANTEED INTEREST,—INDIAN RAILWAYS.

STATEMENT of the Total Amount of INTEREST advanced to each of the under-mentioned Railway Companies to 31st December 1888.

Railway Company.	Interest advanced to 31st December 1887.	Interest advanced during 1888.			Total.
		England.	India.	Interest charged on overdrawn capital. (a)	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Madras - -	13,117,018 10 11	522,392 12 0	—	—	522,392 12 0	13,639,411 2 11
South Indian - -	3,748,388 5 4	211,740 3 10	—	459 3 0	212,199 6 10	3,960,537 12 2
Great Indian Peninsula	27,387,254 14 11	1,184,761 10 0	2,543 0 0	593 2 10	1,187,897 12 10	28,555,152 7 9
Bombay, Baroda, and Central India.	9,496,448 5 10	411,577 14 8	284 15 2	1,849 12 10	413,712 2 6	9,910,160 8 6
Oudh and Rohilkhand -	4,946,864 14 1	384,068 13 11	528 10 0	—	384,597 3 11	5,331,461 18 0
Total - -	58,675,924 11 1	2,714,540 14 5	3,356 5 2	2,901 18 8	2,720,798 18 3	61,396,723 9 4

(a) Interest on overdrawn capital is for the year 1888, being charged in that year by transfer entry.

STATEMENT showing approximately the Amount advanced on account of GUARANTEED INTEREST to the under-mentioned Railway Companies to 30th June 1888.

Railway Company.	Total Amount advanced to 31st December 1888. (b)	Aggregate of Net Revenue Balances for the several half years to 30th June 1888.	Net Amount advanced.
	£	£	£
Madras - - - - - -	13,639,411	6,187,515	7,451,896
South Indian - - - - -	3,960,538	2,011,939	1,948,599
Great Indian Peninsula - - -	28,555,152	23,709,832	4,845,320
Bombay, Baroda, and Central India -	9,910,160	7,423,941	2,487,119
Oudh and Rohilkhand - - -	5,331,462	2,971,756	2,359,706
Total - - -	61,396,723	42,304,083	19,092,640

(b) The interest for the half year ended 30th June 1888 not being paid until the succeeding half year.
NOTE.—Rupees converted into sterling at the contract rate of exchange.

STATEMENT showing the Amount of SURPLUS PROFITS earned by Guaranteed Railways to 31st December 1888, inclusive.

Railways.	To end of 1879.	Half Year ending								
		June 1880.	December 1880.	June 1881.	December 1881.	June 1882.	December 1882.	June 1883.	December 1883.	June 1884.
	£	£	£	£	£	£	£	£	£	£
East Indian - - -	5,355,427	*	*	*	*	*	*	*	*	*
Eastern Bengal - - -	328,942	—	99,197	4,414	149,764	15,304	164,054	45,426	46,276	—
Great Indian Peninsula - -	1,253,298	101,576	—	338,319	1,343	590,124	—	609,303	—	453,873
Bombay, Baroda, and Central India.	36,929	†	—	158,450	—	147,330	—	201,974	7,903	247,976
Sind, Punjab, and Delhi -	—	3,872	—	—	—	—	—	—	—	—
Total - -	7,474,596	105,448	99,197	501,183	151,012	753,258	164,054	857,203	54,179	701,849

Railways—*cont.*	Half Year ending									Total.
	December 1884.	June 1885.	December 1885.	June 1886.	December 1886.	June 1887.	December 1887.	June 1888.	December 1888.	
	£	£	£	£	£	£	£	£	£	£
East Indian - - -	*	*	*	*	*	*	*	*	*	5,355,427
Eastern Bengal - - -	‡	—	—	—	—	—	—	—	—	353,377
Great Indian Peninsula - -	—	495,438	—	608,455	125,720	752,396	—	725,213	71,369	6,127,332
Bombay, Baroda, and Central India.	—	205,950	61,141	250,392	60,870	236,197	609	207,661	24,216	1,848,118
Sind, Punjab and Delhi -	—	23,337	—	‡	—	—	—	—	—	27,209
Total - -	—	724,725	61,141	858,847	186,590	988,593	609	932,874	95,585	14,711,463

* Surplus profits of the East Indian Railway, after it had been acquired by the State, are omitted from this statement.
† Surplus profits were earned by the Bombay, Baroda, and Central India Railway Company during the half-year, but no division took place owing to the special agreement that all surplus profits should be applied to the re-construction of the Nerbudda Bridge.
‡ The Eastern Bengal, and Sind, Punjab, and Delhi Railways were taken over by the State from 1st July 1874 and 1st January 1886 respectively, and are now worked under State management.

GUARANTEED RAILWAYS.

Year.	Capital expended to 31st March.	Net Revenue for Year to 31st December.	Guaranteed Interest for Year to 31st December.	Interest in excess of Revenue.	Revenue in excess of Interest.
	£	£	£	£	£
1870 - -	83,910,587	2,846,600	4,344,113	1,497,513	—
1871 - -	87,686,857	2,686,260	4,544,764	1,858,504	—
1872 - -	90,183,585	2,869,223	4,603,853	1,734,630	—
1873 - -	90,660,830	3,185,069	4,613,573	1,428,504	—
1874 - -	91,353,883	3,956,071	4,651,088	695,017	—
1875 - -	92,441,794	3,576,514	4,641,979	1,065,465	—
1876 - -	93,392,600	4,442,430	4,658,947	216,517	—
1877 - -	94,108,059	6,117,226	4,662,635	—	1,454,591
1878 - -	95,430,863	5,002,028	4,708,134	—	293,894
1879 - -	96,444,666	5,062,188	4,748,233	—	313,955
1880*† - -	65,907,288	2,662,213	3,263,179	600,966	—
1881 - -	66,349,320	3,110,824	3,272,651	161,827	—
1882 - -	67,021,755	3,319,439	3,279,407	—	40,032
1883 - -	67,431,448	3,542,973	3,289,439	—	253,534
1884 - -	68,769,369	3,207,313	3,243,015	35,702	—
1885† - -	66,658,570	3,505,142	3,191,169	—	313,973
1886‡ - -	56,814,758	3,378,242	2,702,701	—	675,541
1887 - -	57,046,325	3,326,485	2,725,445	—	601,040
1888 - -	57,694,898	3,433,689	2,688,848	—	744,841

* East Indian Railway excluded from this and subsequent years.
† Eastern Bengal Railway excluded from this and subsequent years.
‡ Sind, Punjab, and Delhi Railway excluded from this and subsequent years.
NOTE.—Rupees converted into sterling at the contract rate of exchange.

RESULT of WORKING the GUARANTEED RAILWAYS for the YEAR ending 31st December 1888.

Railways.	Net Revenue.	Guaranteed Interest.	Revenue in excess of Interest.	Interest in excess of Revenue.	Extra Dividend in excess of Guaranteed Interest received by the Companies as Surplus Profit.	
					Rate per Cent. for Half Year ending 30th June 1888.	Rate per Cent. for Half Year ending 31st Dec. 1888.
	£	£	£	£	£ s. d.	£ s. d.
Madras - - - -	322,817	522,393	—	199,576	—	—
South Indian - - -	160,259	213,604	—	53,345	—	—
Great Indian Peninsula - -	1,996,404	1,184,896	811,508	—	1 6 9	0 2 9*
Bombay, Baroda, and Central India	652,608	413,712	238,896	—	1 6 0	0 2 6*
Oudh and Rohilkhand - -	301,601	354,243	—	52,642	—	—
Total - - - - £	3,433,689	2,688,848	1,050,404	305,563	—	—

NOTE.—Rupees converted into sterling at the contract rate of exchange.
* Estimated.

Traffic Results.

36. The table on pages 82 and 83 of this Report contains detailed information of receipts and expenditure connected with the coaching and goods traffic on all lines for the year 1888, the table on pages 84 and 85 shows the distribution of expenditure on Revenue Account and that on pages 80 and 81 gives a summary of the general results of working of the principal railways for the same period. The main results, excluding the steam-boat services, are summarised below for all railways, and are compared with similar figures for 1887 and 1886:—

	1886. (a)	1887. (a)	1888.
Mean mileage open for traffic	12,548·83	13,577·96	14,378·54
Number of passengers carried	88,436,318	95,411,779	103,156,013
Number of tons of goods moved	19,576,365	20,195,677	22,393,202
Passenger unit miles	3,894,076,609	4,089,914,830	4,349,054,980
Ton mileage of goods	3,388,606,208	3,195,563,738	3,576,997,334
Train-miles	45,475,834	45,779,096	50,109,119
Gross receipts Rs.	18,70,45,360	18,46,81,289	19,76,44,749
Working expenses „	8,93,09,828	9,10,33,079	9,87,43,474
Net receipts „	9,77,35,532	9,36,48,210	9,89,01,275

In round numbers, the average length open during the year 1888 was 14,379 miles, upon which the traffic work performed was equivalent to 4,349 millions of passengers and 3,577 millions of tons of goods carried one mile.

Passenger traffic.

37. The total number of passengers carried shows an increase of 8·12 per cent., as compared with the number carried in 1887. The passenger mileage has increased 6·34 per cent., and the receipts from passenger traffic 6·30 per cent. The number of passengers per open mile was 7,174 in 1888, as compared with 7,027 in 1887, and 7,047 in 1886. Of the total number carried in 1888, the lower class passengers constituted 97·34 per cent., the second class 2·26, and the first class only 0·40 per cent.

The distances travelled by each class of passengers were on an average first class 77 miles, second class 54 miles, and lower classes 42 miles; and for these journeys the first class passenger paid Rs. 5-2-4, the second class passenger Rs. 1-5-8, and the lower class passenger Rs. 0-8-3, or 12·8, 4·8, and 2·4 pies per mile, respectively.

The average coaching receipts per coaching train-mile were Rs. 3·29, the highest on the principal railways being Rs. 4·27 on the East Indian Railway for the broad gauge, and Rs. 3·36 on the Burma State Railway for the metre gauge; the lowest, Rs. 2·85, on the Great Indian Peninsula Railway for the broad gauge, and Rs. 2·21 on the Southern Mahratta Railway for the metre gauge.

The largest average number of passengers carried in a passenger train was 297·14 on the Madras Railway, and the smallest 144·60 on the Bhávnagar-Gondal-Junágarh-Porbandar State Railway.

The lowest average cost of hauling, on the broad gauge, one passenger unit one mile was 0·76 pies on the East Indian Railway, on which line the average sum received for this work was 2·69 pies, and, on the metre gauge, 0·82 pies on the Rajputana-Malwa State Railway, the average receipts being 2·13 pies. On the Eastern Bengal State Railway, which comprises both broad and narrow gauges, it was 0·60 pies, the average receipt being 2·71 pies.

Goods traffic.

38. The total tonnage of goods lifted during the year shows an increase of 10·88 per cent., and the total ton mileage an increase of 11·94 per cent., as compared with 1887. The receipts from goods traffic show an increase of 7·22 per cent. in 1888 as compared with 1887. The number of tons of goods carried per mile open was 1,557 in 1888, as compared with 1,487 in 1887 and 1,560 in 1886.

The average goods receipts per goods train-mile were Rs. 4·19, the highest on the principal railways being Rs. 7·76 on the Bombay, Baroda, and Central India Railway, broad gauge, and Rs. 3·39 on the Bhávnagar-Gondal-Junágarh-Porbandar State Railway, metre gauge; and the lowest, Rs. 3·10, on the Oudh and Rohilkhand Railway, broad gauge, and Rs. 1·99 on the Bengal-Nágpur Railway, metre gauge.

(a) The figures given in the Administration Reports for 1886–87 and 1887–88 were exclusive of Steam-boat services, which are now included in this table.

The lowest average cost of hauling one ton of goods one mile was 2·05 pies on the East Indian Railway, broad gauge, and 3·45 pies on the Bengal and North-Western Railway, metre gauge, the average sums received on these lines for doing this work being 5·67 pies and 5·92 pies respectively.

Gross receipts.

39. Including the Steam-boat Services, the gross receipts during the year amounted to Rs. 19,76,44,749, of which Rs. 4,66,32,404 were obtained on the East Indian Railway (including the branches worked by it), Rs. 7,48,43,974 on the Guaranteed lines, Rs. 6,88,38,389 on State Railways, excluding East Indian and branches, Rs. 36,98,558 on lines in Native States, and Rs. 36,31,424 on the Assisted Companies' lines.

Of the total earnings, Rs. 6,43,50,321 were due to coaching, Rs. 12,79,03,904 to goods, and Rs. 53,90,524 to Steam-boat Services and miscellaneous sources.

Compared with the previous year's returns, the traffic receipts (coaching and goods) show an increase of 7·04 per cent. on the previous year. The total receipts per mile open were Rs. 13,746 in 1888, against Rs. 13,602 in 1887.

The receipts per train-mile in 1888 were Rs. 3·94, as compared with Rs. 4·03 in 1887 and Rs. 4·11 in 1886.

Working expenses.

40. Including steam-boat expenditure, the total working expenses during 1888 amounted to Rs. 9,87,43,474, the percentage on gross receipts being 49·96, as compared with a similar percentage of 49·31 (*a*) in 1887, and of 47·75 (*a*) in 1886.

The lowest percentages in 1888 were 34·29 on the East Indian Railway, 44·11 on the Bombay, Baroda, and Central India Railway and 46·91 on the Jodhpore Railway.

The expenses per train-mile for all lines averaged Rs. 1·97 and were highest on the Dibru-Sadiya Railway, being Rs. 3·19, and lowest, omitting the Dooghur Railway, on the Lucknow-Sitapur-Sihrámau State Railway, Rs. 1·21. On the East Indian Railway the expenses per train-mile were Rs. 1·85.

Summary of commodities carried.

41. The table on page 86 gives a summary of the principal articles of merchandise &c., carried on the several railways in 1888, as compared with 1887. It shows an improvement of 1,376,485 tons, or, excluding railway plant and rolling stock, the total weight moved has increased by 967,776 tons. Twenty-two out of the thirty-three items of public traffic tabulated show increases.

(*a*) The figures given in the Administration Reports for 1886–87 and 1887–88 were exclusive of Steam-boat service.

General Results of Working of the Principal Indian Railways

Progressive Number.	Headings.	5-feet 6-inch Gauge.								
		East Indian. (b)	Indian Midland.	North-Western. (d)	Eastern Bengal. (h)	Madras.	Great Indian Peninsula. (j)	Bombay, Baroda, and Central India. (m)	Oudh and Rohil-khand.	His Highness The Nizam's Guaranteed.
1	Miles open on 31st December 1888. Miles	1,679·75	136·25	2,397·98	673·21	839·27	1,503·75	460·90	(n) 692·55	(p) 305·71
1a	Mean mileage worked during the year. Miles	(c) 1,706·00	128·25	(c) 2,440·02	670·10	839·27	1,501·48	460·90	692·46	290·05
2	Total Capital Outlay Rs.	37,41,61,338	1,22,24,140	38,44,01,737	8,85,69,588	11,53,78,656	27,25,96,364	9,53,96,253	9,17,88,424	3,41,62,205
3	„ per mile „ open. (a)	2,17,959	90,159	(f) 1,53,167	1,25,140	1,34,738	2,07,005	1,99,346	(o) 1,29,342	1,08,320
4	Coaching receipts - „	1,53,75,155	2,04,587	85,47,531	34,10,103	36,33,006	86,38,980	40,70,157	32,20,607	6,91,622
5	Goods receipts - - „	3,05,21,451	4,51,461	1,66,42,598	32,21,155	46,65,304	2,20,11,594	84,07,068	34,33,384	10,00,301
6	Gross receipts - „	4,66,32,404	6,56,836	2,56,95,413	1,05,19,210	85,31,054	4,10,59,219	1,27,88,933	70,77,053	17,76,075
7	Working expenses - „	1,59,89,305	4,76,406	(g) 1,74,12,707	40,93,785	50,09,408	(k) 1,99,80,263	56,19,575	40,61,048	10,18,608
8	Ditto per cent. of gross receipts.	34·29	72·53	67·77	47·47	58·72	46·96	44·11	57·38	57·35
9	Net earnings - - Rs.	3,06,43,099	1,80,430	82,82,706	55,25,425	35,21,646	2,17,78,956	71,19,358	30,16,005	7,57,467
10	Ditto per cent. on capital outlay.	8·19	1·46	2·15	6·24	3·05	7·99	7·53	3·29	2·22
11	Ditto ditto on paid up capital.	—	0·29	—	—	3·03	(l) 8·12	7·64	3·24	1·79
12	Passenger train miles No.	3,598,352	51,951	2,375,451	1,117,948	1,054,687	3,022,711	1,249,951	950,346	231,369
13	Goods train miles - „	5,026,068	107,950	5,008,425	1,419,079	1,336,340	6,172,872	1,063,622	1,107,896	223,702
14	Total train miles - „	8,624,420	159,881	7,383,876	2,537 027	2,391,026	9,202,083	2,333,573	2,058,244	455,071
15	Coaching receipts per passenger train mile. Rs.	4·27	3·94	3·60	3·05	3·44	2·85	3·26	3·39	2·99
16	Goods receipts per goods train mile. „	6·07	4·00	3·32	4·38	3·49	5·19	7·76	3·10	4·47
17	Gross receipts per train mile. „	5·40	4·11	3·48	4·15	3·57	4·46	5·46	3·44	3·90
18	Working expenses per train mile. „	1·85	2·98	2·36	1·97	2·10	2·69	2·41	1·97	2·24
19	Net earnings per train mile. „	3·55	1·13	1·12	2·18	1·47	2·37	3·05	1·47	1·66
20	Average number of passengers in a passenger train.	271·38	244·70	223·30	183·34	297·14	167·36	212·43	229·68	214·81
21	Average number of tons in a goods train.	205·54	93·87	110·87	85·68	85·81	120·80	188·93	117·96	98·12
	Average number of vehicles (excluding brake-vans)—									
22	In each passenger train	16·25	—	13·61	(i) 15·48	11·70	13·00	11·52	16·57	12·60
23	In each goods train -	36·75	26·71	21·77	(i) 25·64	21·82	26·00	41·25	30·52	16·00
24	In each mixed train { Passenger carriages.	15·19	11·23	9·41	(i) 8·11	7·91	6·00	6·14	26·26	7·00
	In each mixed train { Goods vehicles	5·29	9·90	7·38	(i) 11·30	12·39	10·00	13·42		14·00
25	Number of passengers carried one mile.	976,502,975	12,712,435	542,308,320	204,967,294	313,393,136	507,060,908	205,582,982	218,272,829	40,701,105
26	Number of tons of goods carried one mile.	1,063,055,336	16,151,877	555,298,144	121,383,062	114,673,171	745,594,188	204,727,678	190,692,071	21,949,992
	Average cost of hauling for one mile—									
27	One passenger unit Pies	0·76	2·02	1·45	0·60	1·02	1·41	1·17	1·13	1·47
28	One ton of goods „	2·05	5·78	4·23	5·62	4·96	3·74	3·45	3·47	4·70
	Average sum received for carrying for one mile—									
29	One passenger unit Pies	2·89	2·82	2·64	2·71	1·89	2·71	2·61	2·63	2·35
30	One ton of goods - „	5·67	3·18	5·75	9·82	7·81	8·24	7·88	5·04	8·75

(a) Excluding steamer service and suspense accounts.
(b) Includes the branch lines worked by the East Indian Railway Company.
(c) Includes three miles of the Rajputana-Malwa Railway, and 23 miles of the Eastern Bengal State Railway worked over by the Company.
(d) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda Railways, except as regards items 2, 3, 9, and 10.
(e) Includes 13 miles of the East Indian Railway worked over by the North-Western Railway.
(f) Calculated on 2,391·46 miles, including lines constructed but not worked.
(g) Includes rent of leased lines (Rs. 1,02,532).
(h) This system consists of the Eastern Bengal State Railway, which is on the 5′ 6″ gauge, the Northern Bengal, Assam-Behar and Dacca State Railways, which are on the metre gauge, and the Kaunia-Dharla State Railway, which is on the 2′ 6″ gauge.
(i) Includes figures of the Bengal Central Railway.
(j) Includes the Dhond-Manmád, Bhopal-Itársi, and Berar State Railways, except as regards items 2, 3, 9, 10, and 11.
(k) Includes rent of leased lines (Rs. 3,41,582), but excludes Rs. 16,044, being charges incurred direct by the State on the branch lines.

during the Year ending 31st December 1888.

Metre Gauge.									
Rajputana-Malwa.	Bengal-Nagpur. (q)	Southern Mahratta. (s)	Tirhoot.	Burma.	South Indian. (u)	Bengal and North-Western.	Bhavnagar-Gondal-Junagarh-Porbandar.	Headings.	Progressive Number.
1,664·42	224·50	854·38	273·00	(t) 441·00	662·00	376·00	208·87	Miles open on 31st December 1888.	1
1,664·42	191·12	854·05	262·50	(t) 364·24	662·00	376·00	198·30	Mean mileage worked during the year.	1a
12,93,61,748	3,63,27,582	7,66,66,870	2,07,78,252	3,48,71,029	4,95,00,032 (v)	2,50,04,490	97,44,233 (w)	Total Capital Outlay -	2
74,688	1,29,299	84,285	72,778	76,691	69,838	61,231	(w) 48,608	Ditto per mile open. (x)	3
57,76,730	2,31,570	15,75,863	7,79,760	18,38,469	23,71,461	8,08,403	5,16,984	Coaching receipts - -	4
1,25,91,097	12,86,675	21,20,071	8,43,979	14,63,254	25,03,572	10,92,330	5,27,840	Goods receipts - -	5
1,86,14,714	16,09,195	38,38,616	18,07,283	33,76,218	54,37,715	22,09,543	11,20,261	Gross receipts - -	6
89,32,983	10,37,489	29,05,750	10,08,406	21,04,258	37,50,752	12,20,699	5,66,586	Working expenses -	7
48·26	67·53	75·70	55·80	62·33	68·96	55·25	50·58	Ditto per cent. of gross receipts.	8
96,31,726	5,21,706	9,32,866	7,98,875	12,71,960	16,86,963	9,88,844	5,53,675	Net earnings - -	9
7·43	1·42	1·22	3·84	3·65	3·44	3·95	5·68	Ditto per cent. on capital outlay.	10
—	0·91	1·07	—	—	3·48 (x)	3·53	—	Ditto ditto on paid up capital.	11
2,083,725	121,461	712,944	288,176	547,928	881,131	292,264	228,646	Passenger train miles -	12
3,979,844	647,318	951,241	339,083	528,075	1,168,482	460,066	155,736	Goods train miles - -	13
6,063,569	768,799	1,664,185	627,259	1,076,003	2,049,613	752,330	384,432	Total train miles - -	14
2·77	2·32	2·21	2·71	3·32	3·26	2·77	2·26	Coaching receipts per passenger train mile.	15
3·16	1·99	2·23	2·49	2·77	2·14	2·37 (x)	3·39	Goods receipts per goods train mile.	16
3·07	2·09	2·31	2·88	3·14	2·65	2·93	2·91	Gross receipts per train mile.	17
1·49	1·41	1·75	1·61	1·96	1·83	1·62	1·47	Working expenses per train mile.	18
1·59	0·68	0·56	1·27	1·18	0·82	1·31	1·44	Net earnings per train mile.	19
222·91	198·98	149·05	258·22	194·90	227·49	243·36	144·60	Average number of passengers in a passenger train.	20
87·09	48·53	54·46	71·19	73·24	54·68	76·94	54·07	Average number of tons in a goods train.	21
	Broad Gauge.	Metre Gauge.						Average number of vehicles (excluding brake-vans)—	
13·08	12·06	20·67	14·25	18·86	19·06	15·25	—	12·99	In each passenger train	22
24·04	21·28	20·44	20·00	31·97	27·47	14·88	29·00	23·24	In each goods train -	23
11·79	6·65	11·22	14·45	15·50	13·18	12·42	13·00	11·73	Passenger carriages. } In each mixed train.	24
10·16	7·64	10·00	9·05	9·33	14·39	13·91	13·00	8·61	Goods vehicles }	
464,480,066	24,171,946		106,262,081	74,411,250	106,792,765	253,313,583	71,124,354	33,061,790	Number of passengers carried one mile.	25
346,615,003	31,417,551		51,809,743	24,138,673	38,674,210	63,836,969	35,399,536	8,423,770	Number of tons of goods carried one mile.	26
									Average cost of hauling for one mile—	
0·32	(r) 1·38		2·22	0·96	1·50	1·03	0·99	1·58	One passenger unit -	27
3·64	(r) 4·42		6·18	3·72	5·49	6·32	3·45	6·05	One ton of goods -	28
									Average sum received for carrying for one mile—	
2·13	2·11		2·61	1·85	3·11	2·07	2·07	2·81	One passenger unit -	29
6·97	7·86		7·98	6·71	7·27	7·52	5·92	12·03	One ton of goods -	30

(l) Calculated on paid up capital, excluding capital not bearing interest.
(m) Includes the Pátri Branch, except as regards items 10 and 11.
(n) Includes 3·24 miles of the Benares Branch of the East Indian Railway made over to the Oudh and Rohilkhand Railway.
(o) Calculated on 689·31 miles, excluding the Benares Branch.
(p) Of this length 3·06 miles are worked over twice by every train.
(q) Includes the Katni-Umaria Branch. The Bengal-Nagpur Railway is now a broad-gauge line; the conversion from metre-gauge was completed on 27th November 1888.
(r) For first half of 1888 only.
(s) Includes the Bellary-Kistna Railway
(t) Includes Toungoo-Mandalay Extension, 108 miles, of which 49 miles were opened for goods traffic only on 15th November 1888.
(u) Includes the Pondicherry Railway, except as regards items 2, 3, 10 and 11.
(v) Excludes interest on Capital during construction (Rs. 10,90,014).
(w) Bhávnagar-Gondal Section only.

STATEMENT showing the TOTAL RECEIPTS and EXPENSES and the NET RECEIPTS per TRAIN

Railways.	Coaching Receipts.		Goods Receipts.		Total Traffic Receipts.		Miscel- (including Re-
	Rs.	Per Passenger Train Mile.	Rs.	Per Goods Train Mile.	Rs.	Per Train Mile.	Rs.
STATE IMPERIAL.		Rs.		Rs.		Rs.	
East Indian (*a*)	1,53,75,155	4·27	3,05,21,451	6·07	4,58,96,606	5·32	7,35,798
Patna-Gya Dildárnagar-Gházipur Sindia	—	—	—	—	—	Included with East	
Benares Branch	—	—	—	—	—	—	(*b*) 7,000
Rajputana-Malwa	57,76,730	2·77	1,25,91,097	3·16	1,83,67,827	3·03	2,46,887
Bengal-Nágpur (*d*)	2,81,579	2·32	12,86,675	1·99	15,68,245	2·04	40,950
Southern Mahratta (*e*)	15,75,863	2·21	21,20,071	2·23	36,95,934	2·22	1,42,682
„ Mysore Section	3,19,195	5·00	2,42,890	2·18	5,62,085	3·20	8,572
Indian Midland	2,04,587	3·94	4,31,481	4·00	6,36,068	3·98	20,762
Villupuram-Dharmavaram, Nellore Branch	1,71,150	2·02	61,572	0·96	2,32,722	1·56	2,937
Dhond-Manmád	—	—	—	—	—	—	(*f*) 2,68,258
Bhopal-Itársi (*British Section*)	—	—	—	—	—	—	(*f*) 5,891
North-Western (*g*)	85,47,581	3·60	1,66,42,598	3·32	2,51,90,129	3·41	5,05,284
Bengal Central (*h*)	4,80,035	2·63	2,25,744	1·90	7,05,779	2·34	7,122
Wardha Coal	40,712	2·23	1,88,487	2·82	2,29,199	2·69	87,237
Toungoo-Mandalay Extension	—	—	—	—	—	Included with Burma	
Total	3,27,72,528	3·53	6,43,12,066	4·00	9,70,84,594	3·82	20,79,386
STATE PROVINCIAL.							
Bareilly-Pilibheet	37,909	3·19	47,299	3·05	85,208	3·11	8,559
Lucknow-Sitapur-Sihráman	1,46,424	1·79	1,08,403	1·57	2,54,827	1·69	3,733
Eastern Bengal	34,10,108	3·05	62,21,155	4·38	96,31,258	3·80	8,87,952
Naihati	62,035	2·45	39,479	1·69	1,01,514	2·09	2,754
Tirhoot	7,79,760	2·71	8,43,979	2·49	16,23,739	2·59	1,83,544
Jorhát	7,505	0·99	47,409	3·01	54,914	2·35	563
Cherra-Companyganj	1,723	0·69	6,180	0·61	7,903	0·62	235
Amritsar-Pathánkot	—	—	—	—	—	—	(*i*) 83,892
Burma (*j*)	18,38,460	3·36	14,63,254	2·77	33,01,714	3·07	74,504
Total	62,83,919	3·02	87,77,158	3·63	1,50,61,077	3·34	12,45,736
GUARANTEED COMPANIES.							
Madras	36,33,006	3·44	46,65,304	3·49	82,98,310	3·47	2,32,744
South Indian (*k*)	28,71,461	3·26	25,03,572	2·14	53,75,033	2·62	62,682
Great Indian Peninsula (*l*)	86,38,950	2·85	3,20,11,504	5·19	4,06,50,464	4·42	4,08,755
Bombay, Baroda, and Central India (*m*)	40,70,157	3·26	84,07,068	7·76	1,24,77,225	5·35	2,61,708
Oudh and Rohilkhand	32,20,607	3·39	34,33,384	3·10	66,53,991	3·23	4,23,062
Total	2,24,34,191	3·13	5,10,20,832	4·69	7,34,55,023	4·07	13,88,951
ASSISTED COMPANIES.							
Darjeeling-Himalayan	2,14,442	5·55	3,93,872	3·83	6,08,314	4·30	6,579
Tárakeshwar	—	—	—	—	—	Included with East	
Deoghur	23,768	—	2,044	—	25,812	1·95	—
Dibru-Sadiya	54,786	1·44	3,62,216	5·72	4,17,002	4·11	8,528
Bengal and North-Western	8,08,403	2·77	10,92,330	2·37	19,00,733	2·52	3,08,810
Rohilkhand-Kumaun	1,75,701	5·10	70,872	1·96	2,46,573	3·49	(*n*) 87,519
Thatôn-Duyinzáik	10,544	2·11	14,010	2·41	21,554	2·25	—
Total	12,87,644	(*p*) 3·09	19,32,344	(*p*) 2·89	32,19,988	2·96	4,11,436
FOREIGN.							
Pondicherry	—	—	—	—	—	Included with South	
West of India Portuguese	—	—	—	—	—	Information not	
Total	—	—	—	—	—	—	—
NATIVE STATES.							
His Highness The Nizam's Guaranteed	6,91,622	2·99	10,00,301	4·47	16,91,923	3·72	84,152
Khámgaon	—	—	—	—	—	—	(*q*) 15,796
Amráoti	—	—	—	—	—	—	(*q*) 31,699
His Highness The Gaekwar's	88,390	2·65	56,417	1·99	1,44,807	2·34	950
His Highness The Gaekwar's Viramgam-Mehsana-Vadnagar.	28,191	2·85	19,311	1·74	47,502	2·26	—
Bhopal-Itársi (*Native State Section*)	—	—	—	—	—	—	(*q*) 19,938
Bhávnagar-Gondal-Junágarh-Porbandar	5,16,984	2·26	5,27,840	3·39	10,44,824	2·72	75,437
Morvi	91,897	2·09	66,264	1·74	1,58,161	1·92	3,926
Jodhpore	1,54,955	2·94	1,91,371	3·80	3,46,326	3·36	14,477
Rájpura-Bhatinda	—	—	—	—	—	—	() 18,640
Total	15,72,039	2·62	18,61,504	3·67	34,33,543	3·10	2,65,015
Total of all Railways	6,43,50,321	(*p*) 3·29	12,79,03,904	(*p*) 4·19	19,22,54,225	3·88	53,90,524

(*a*) Includes the Patna-Gya, Dildárnagar-Gházipur, Sindia, and Tárakeshwar Railways.
(*b*) Interest paid to Government on the Capital cost of the Branch.
(*c*) Includes the Katni-Umaria Branch.
(*d*) Government share of receipts due to working by the Great Indian Peninsula Railway.
(*e*) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(*f*) Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.
(*g*) Amount received from the North-Western Railway as rent.
(*h*) Includes the Pondicherry Railway.
(*i*) Expenditure incurred direct by the State.
(*j*) Includes the Bellary-Kistna State Railway.
(*k*) Includes the Toungoo-Mandalay Extension.

MILE on the several RAILWAYS during the YEAR ending 31st December 1888.

laneous Steamboat ceipts).	Gross Receipts.		Working Expenses.		Net Receipts.		Railways.
Per Train Mile.	Rs.	Per Train Mile.	Rs.	Per Train Mile.	Rs.	Per Train Mile.	
Rs.		Rs.		Rs.		Rs.	STATE IMPERIAL.
0·08	4,66,32,404	5·40	1,59,89,305	1·85	3,06,43,099	3·55	East Indian. (*a*)
Indian Railway.		—	—	—	—	—	Patna-Gya. Dildárnagar-Gházipur. Sindia.
—	(*b*) 7,000	—	(*c*) 796	—	6,204	—	Benares Branch.
0·04	1,86,14,714	3·07	89,82,988	1·48	96,31,726	1·59	Rajputana-Malwa.
0·05	16,09,195	2·09	10,87,489	1·41	5,21,706	0·68	Bengal-Nágpur. (*d*)
0·09	38,38,616	2·31	29,05,750	1·75	9,32,866	0·56	Southern Mahratta. (*e*)
0·05	5,70,657	3·25	4,35,273	2·48	1,35,384	0·77	„ Mysore Section.
0·13	6,56,836	4·11	4,76,406	2·98	1,80,430	1·13	Indian Midland.
0·02	2,35,659	1·58	2,76,239	1·85	−40,580	−0·27	Villupuram-Dharmavaram, Nellore Branch.
—	(*f*) 2,68,258	—	(*c*) 12,813	—	2,55,445	—	Dhond-Manmád.
—	(*f*) 5,891	—	(*c*) 551	—	5,340	—	Bhopal-Itársi (*British Section*).
0·07	2,56,95,413	3·48	1,74,12,707	2·36	82,82,706	1·12	North-Western. (*g*)
0·03	7,12,901	2·37	5,54,756	1·84	1,58,145	0·53	Bengal Central. (*h*)
1·02	3,16,436	3·71	2,84,512	2·75	31,624	0·96	Wardha Coal.
State Railway.		—	—	—	—	—	Toungoo-Mandalay Extension.
0·07	9,91,63,980	3·89	4,83,69,885	1·90	5,07,94,095	1·99	Total.
							STATE PROVINCIAL.
0·31	93,767	3·42	65,926	2·41	27,841	1·01	Bareilly-Pilibheet.
0·02	2,58,560	1·71	1,33,087	1·21	75,473	0·50	Lucknow-Sitapur-Sihrámau.
0·35	1,05,19,210	4·15	49,93,785	1·97	55,25,425	2·18	Eastern Bengal.
0·05	1,04,268	2·14	81,738	1·68	22,530	−0·46	Nalháti.
0·29	18,07,283	2·88	10,08,408	1·61	7,98,875	1·27	Tirhoot.
0·02	55,477	2·37	55,402	2·37	75	—	Jorhát.
0·02	8,138	0·64	28,760	2·27	−20,622	−1·63	Cherra-Companyganj.
—	(*i*) 83,892	—	—	—	(*i*) 83,892	—	Amritsar-Pathánkot.
0·07	33,76,218	3·14	21,04,258	1·96	12,71,960	1·18	Burma. (*j*)
0·26	1,63,06,813	3·60	85,21,364	1·89	77,85,449	1·71	Total.
							GUARANTEED COMPANIES.
0·10	88,31,054	3·57	50,09,408	2·10	35,21,646	1·47	Madras.
0·03	54,37,715	2·65	37,50,752	1·83	16,86,963	0·82	South Indian. (*k*)
0·04	4,10,59,219	4·46	1,92,80,263	2·09	2,17,78,956	2·37	Great Indian Peninsula. (*l*)
0·11	1,27,88,933	5·46	56,19,575	2·41	71,19,358	3·05	Bombay, Baroda, and Central India. (*m*)
0·21	70,77,053	3·44	40,61,048	1·97	30,16,005	1·47	Oudh and Rohilkhand.
0·08	7,48,48,974	4·15	3,77,21,046	2·09	3,71,22,928	2·06	Total.
							ASSISTED COMPANIES.
0·05	6,14,893	4·35	3,31,566	2·35	2,83,327	2·00	Darjeeling-Himalayan.
Indian Railway.		—	—	—	—	—	Tárakeshwar.
—	25,812	1·95	14,291	1·08	11,521	0·87	Deoghur.
0·08	4,25,530	4·19	3,23,771	3·19	1,01,759	1·00	Dibru-Sadiya.
0·41	22,09,543	2·93	12,20,699	1·62	9,88,844	1·31	Bengal and North-Western.
1·24	3,34,092	4·73	(*o*)1,91,972	2·72	1,42,120	2·01	Rohilkhand-Kumaun.
—	21,554	2·25	18,926	1·98	2,628	0·27	Thatón-Duyinzáik.
0·88	36,31,424	3·34	21,01,225	1·93	15,30,199	1·41	Total.
							FOREIGN.
Indian Railway.		—	—	—	—	—	Pondicherry.
furnished.	—	—	—	—	—	—	West of India Portuguese.
—	—	—	—	—	—	—	Total.
							NATIVE STATES.
0·18	17,76,075	3·90	10,18,608	2·24	7,57,467	1·66	His Highness The Nizam's Guaranteed.
—	(*q*) 15,796	—	—	—	15,796	—	Khámgaon.
—	(*q*) 31,699	—	(*u*) 813	—	30,886	—	Amráoti.
0·02	1,45,757	2·36	1,01,903	1·65	43,854	0·71	His Highness The Gaekwar's.
—	47,502	2·26	30,830	1·47	16,672	0·79	His Highness The Gaekwar's Viramgam-Mehsána-Vadnagar.
—	(*q*) 19,938	—	(*u*) 1,866	—	18,072	—	Bhópal-Itársi (*Native State Section*).
0·19	11,20,261	2·91	5,66,586	1·47	5,53,675	1·44	Bhávnagar-Gondal-Junágarh-Porbandar.
0·05	1,62,087	1·97	1,40,103	1·70	21,984	0·27	Morvi.
0·14	3,50,803	3·50	1,69,245	1·64	1,91,558	1·86	Jodhpore.
—	(*r*) 18,640	—	—	—	(*r*) 18,640	—	Rájpura-Bhatinda.
0·16	36,98,558	3·26	20,29,954	1·83	16,68,604	1·43	Total.
0·11	19,76,44,749 (*s*)	3·94	9,87,43,474 (*t*)	1·97	9,89,01,275	1·97	Total of all Railways.

(*l*) Includes the earnings and expenses of the branch lines (Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itársi) worked, but excludes charges incurred direct by the State.
(*m*) Includes the Pátri branch.
(*o*) Includes Rs. 34,145 on account of cart road service.
(*q*) Share of receipts due to working by the Great Indian Peninsula Railway.
(*r*) Amount received from the North-Western Railway as rent.
(*t*) The steamboat expenses amount to Rs. 10,36,089.
(*u*) Includes Rs. 36,686 on account of cart road service.
(*p*) Excludes the Deoghur Railway.
(*s*) The steamboat receipts amount to Rs. 11,84,405.
(*u*) Expenditure incurred direct by the State.

TABLE showing EXPENDITURE on REVENUE ACCOUNT on the several

Railways.	Maintenance of Way, Works and Stations.			Locomotive.			Carriage and Waggon.			Traffic.		
	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.
STATE IMPERIAL.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
East Indian (a)	52,59,156	0·61	11·28	38,35,739	0·44	8·23	11,33,861	0·13	2·43	30,25,616	0·35	6·49
Patna-Gya												
Dildárnagar-Gházipur Sindia	—	—	—	—	—	—	—	—	—		Included with East	
Benares Branch	—	—	—	—	—	—	—	—	—	—	—	—
Rajputana-Malwa	19,54,383	0·32	10·50	36,40,294	0·60	19·56	7,06,101	0·12	3·79	14,31,451	0·23	7·69
Bengal-Nágpur (d)	1,98,788	0·24	11·73	4,23,008	0·56	25·00	1,00,385	0·14	6·30	1,75,813	0·23	10·93
Southern Mahratta (c)	9,30,132	0·56	24·23	8,92,062	0·54	23·24	1,17,454	0·07	3·06	4,00,266	0·23	11·99
Ditto Mysore Section.	1,93,298	1·10	33·87	99,680	0·57	17·47	16,989	0·10	2·98	51,991	0·30	9·11
Indian Midland	1,02,486	0·64	15·60	1,51,827	0·82	20·07	28,436	0·18	4·33	87,969	0·55	13·39
Villupuram - Dharmavaram, Nellore Branch.	1,07,755	0·72	45·72	82,023	0·55	34·81	18,157	0·12	7·70	32,423	0·22	13·76
Dhond-Manmád	—	—	—	—	—	—	—	—	—	—	—	—
Bhopal-Itársi (British Section).	—	—	—	—	—	—	—	—	—	—	—	—
North-Western (f)	52,33,833	0·71	20·33	63,65,622	0·85	24·30	16,79,080	0·23	6·53	23,47,626	0·32	9·14
Bengal Central (h)	1,42,893	0·47	20·04	1,19,219	0·40	16·72	49,933	0·17	7·01	1,15,909	0·38	16·26
Wardha Coal	82,992	0·97	26·25	50,574	0·60	16·08	23,831	0·28	7·53	24,511	0·29	7·75
Toungoo - Mandalay Extension.	—	—	—	—	—	—	—	—	—		Included with Burma	
Total	1,41,85,705	0·56	14·31	1,55,45,368	0·61	15·68	38,82,226	0·15	3·91	77,53,575	0·31	7·82
STATE PROVINCIAL.												
Bareilly-Pilibhect	11,606	0·43	12·38	13,397	0·49	14·29	2,636	0·10	2·81	14,856	0·54	15·84
Lucknow-Sitapur-Sihmau.	48,632	0·32	18·81	—	—	—	—	—	—	—	—	—
Eastern Bengal	12,02,598	0·47	11·43	11,12,482	0·44	10·58	4,72,423	0·19	4·49	10,93,624	0·43	10·42
Nalhátí	32,612	0·67	31·28	16,739	0·34	16·05	3,607	0·08	3·46	11,303	0·23	10·84
Tirhoot	1,90,235	0·30	10·53	2,44,033	0·39	13·50	59,924	0·10	3·32	2,19,442	0·35	12·14
Jorhát	14,253	0·61	25·69	16,197	0·69	29·20	2,735	0·12	4·93	13,061	0·56	23·54
Cherra-Companyganj	7,320	0·88	20·95	6,787	0·54	63·40	1,632	0·06	15·68	7,329	0·88	20·96
Amritsar-Pathánkot	—	—	—	—	—	—	—	—	—		Included with North-	
Burma (f)	6,37,713	0·59	18·89	5,98,978	0·55	17·65	1,33,628	0·13	3·96	4,69,309	0·44	13·92
Total	21,44,900	0·48	13·15	20,05,613	0·45	12·30	6,75,985	0·15	4·15	18,32,514	0·41	11·24
GUARANTEED COMPANIES.												
Madras	13,36,246	0·58	16·25	16,16,274	0·68	18·95	6,57,984	0·28	7·71	8,00,613	0·33	9·39
South Indian (k)	15,72,657	0·77	28·92	11,09,235	0·54	20·40	2,48,186	0·12	4·56	4,46,228	0·22	8·21
Great Indian Peninsula (i)	48,18,121	0·52	11·73	75,13,990	0·82	18·30	20,32,561	0·22	4·95	28,06,710	0·30	6·84
Bombay, Baroda, and Central India (e)	18,03,932	0·77	14·16	18,01,497	0·77	14·14	6,19,174	0·27	4·86	7,67,730	0·33	6·03
Oudh and Rohilkhand	10,03,611	0·40	14·18	11,65,189	0·56	16·40	2,82,946	0·14	4·00	6,49,455	0·31	9·18
Total	1,05,84,567	0·59	14·14	1,32,05,335	0·73	17·64	38,40,851	0·21	5·13	54,70,736	0·30	7·31
ASSISTED COMPANIES.												
Darjeeling-Himalayan	65,382	0·46	10·63	1,11,170	0·79	18·08	26,858	0·19	4·37	45,414	0·32	7·39
Tárakeshwar	—	—	—	—	—	—	—	—	—		Included with	
Deoghur	2,746	0·21	10·64	4,360	0·33	16·50	399	0·03	1·55	4,302	0·32	16·67
Dhrn-Sadiya	1,26,014	1·24	29·61	60,519	0·60	14·22	19,253	0·19	4·53	34,579	0·34	8·13
Bengal and North-Western.	2,49,196	0·33	11·28	3,03,511	0·40	13·73	43,643	0·06	1·98	1,95,278	0·26	8·84
Rohilkhand-Kumaun	33,064	0·55	11·69	32,131	0·46	9·63	5,922	0·08	1·77	(c) 67,971	0·96	20·35
Thatón-Duyinzáik	2,506	0·27	12·05	4,468	0·47	20·73	1,966	0·21	9·12	9,896	1·03	45·91
Total	4,85,098	0·45	13·93	5,15,859	0·47	14·21	98,040	0·09	2·70	3,57,440	0·33	9·84
FOREIGN.												
Pondicherry	—	—	—	—	—	—	—	—	—		Included with	
West of India Portuguese.	—	—	—	—	—	—	—	—	—		Information not	
Total	—	—	—	—	—	—	—	—	—	—	—	—
NATIVE STATES.												
His Highness the Nizam's Guaranteed.	2,61,517	0·57	14·72	3,06,335	0·68	17·26	58,856	0·13	3·31	1,74,253	0·38	9·81
Khámgaon	—	—	—	—	—	—	—	—	—		Included with Great Indian	
Amraoti	—	—	—	—	—	—	—	—	—	—	—	—
His Highness the Gaekwar's.	31,664	0·51	21·73	35,454	0·57	24·32	6,649	0·11	4·56	17,090	0·28	11·73
His Highness the Gaekwar's Viramgaon-Mehsána-Vadnagar.	10,596	0·50	22·30	2,263	0·44	19·46	1,798	0·09	3·79	3,636	0·17	7·65
Bhopal-Itársi (Native State Section).	—	—	—	—	—	—	—	—	—	—	—	—
Bhávnagar - Gondal-Junagarh-Porbandar.	1,00,033	0·26	8·93	1,73,752	0·45	15·51	22,782	0·06	2·03	1,23,226	0·32	10·91
Morvi	33,098	0·40	20·43	49,876	0·60	30·79	8,657	0·11	5·34	21,427	0·26	13·22
Jodhpore	76,834	0·75	21·29	66,210	0·65	18·69	4,288	0·04	1·19	17,560	0·17	4·87
Rájpura-Bhátinda	—	—	—	—	—	—	—	—	—		Included with North-	
Total	5,13,742	0·46	17·89	6,35,951	0·58	17·17	1,43,030	0·09	2·79	3,56,187	0·32	9·63
Total for all Railways	2,79,14,061	0·56	14·12	3,19,07,256	0·64	16·15	86,00,132	0·17	4·35	1,97,70,452	0·31	7·98

(a) Includes the Patna-Gya, Dildárnagar-Gházipur, Sindia, and Tárakeshwar Railways.
(b) Includes contribution to the Provident Fund made by the East Indian Railway and each branch line, one-fifth share of net revenue paid to the East Indian Railway by each branch line, payment made by the Sindia Line for cleaning, oiling, &c., cost of the three saloon carriages belonging to His Highness the Maharajah Sindia, and 5 per cent. of the gross receipts paid by the Tárakeshwar branch line for use of the East Indian Railway rolling stock.
(c) Expenditure incurred direct by the State.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Bellary-Kistna State Railway.
(f) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.

RAILWAYS during the YEAR ending 31st December 1888.

General.			Steamboat.			Special and Miscellaneous.			Total.			Railways.
Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	
Rs. 19,70,357	Rs. 0·23	4·22	Rs. 74,322	Rs. 0·01	0·16	Rs. (b) 6,91,254	Rs. 0·08	1·48	Rs. 1,59,29,305	Rs. 1·85	34·29	STATE IMPERIAL. East Indian (a)
Indian Railway.			—	—	—	—	—	—	—	—	—	Patna-Gya. Dildárunagar-Ghásipur Sindia.
(c) 796	—	—	—	—	—	—	—	—	(c) 796	—	—	Benares Branch.
11,33,720	0·19	6·09	—	—	—	1,16,939	0·02	0·63	89,82,988	1·48	48·26	Rajputana-Malwa.
1,68,640	0·22	10·47	—	—	—	16,865	0·02	1·05	10,87,489	1·41	67·58	Bengal-Nágpur. (d)
72,671	0·41	12·74	—	—	—	17,244	0·01	0·45	23,05,750	1·75	75·70	Southern Mahratta. (e)
1,10,119	0·69	16·77	—	—	—	644	0·00	0·11	4,35,273	2·48	76·28	Ditto Mysore Section.
34,490	0·23	14·64	—	—	—	15,575	0·10	2·37	4,76,406	2·98	72·53	Indian Midland.
(c) 12,813	—	—	—	—	—	1,391	0·01	0·59	2,76,239	1·85	117·22	Villupuram - Dharmavaram. Nellore Branch.
(c) 551	—	—	—	—	—	—	—	—	(c) 12,813	—	—	Dhond-Manmád.
13,63,237	0·18	5·30	2,99,578	0·03	0·82	—	—	—	(c) 551	—	—	Bhopal-Itársi (British Section).
1,08,579	0·36	15·23	—	—	—	(g) 3,23,832	0·04	1·26	1,74,12,707	2·36	67·77	North-Western. (f)
46,081	0·54	14·56	—	—	—	18,218	0·06	2·36	5,54,756	1·84	77·82	Bengal Central. (h)
State Railway.			—	—	—	6,523	0·07	2·06	2,34,812	2·75	74·21	Wardha Coal.
						—	—	—	—	—	—	Toungoo - Mandalay Extension.
55,10,626	0·21	5·56	2,83,900	0·01	0·28	12,06,435	0·05	1·22	4,83,60,885	1·90	48·78	Total.
17,690	0·65	18·87	—	—	—	5,741	0·21	6·12	65,926	2·41	70·31	STATE PROVINCIAL. Bareilly-Pilibheet.
—	—	—	—	—	—	(i) 1,34,455	0·89	52·00	1,83,087	1·21	70·81	Lucknow-Sitapur-Sihrámau.
4,48,080	0·18	4·26	4,87,117	0·19	4·63	1,74,461	0·07	1·66	49,93,785	1·97	47·47	Eastern Bengal.
17,156	0·35	16·45	—	—	—	321	0·01	0·31	81,738	1·68	78·39	Nalhátí.
1,52,336	0·24	8·43	1,02,421	0·16	5·67	40,017	0·07	2·21	10,08,408	1·61	55·80	Tirhoot.
8,694	0·37	15·67	—	—	—	462	0·02	0·83	55,402	2·37	99·86	Jorhát.
4,163	0·33	51·16	1,182	0·09	14·52	947	0·07	11·64	23,760	2·27	353·40	Cherra-Companyganj.
Western Railway.			—	—	—	—	—	—	—	—	—	Amritsar-Pathánkot.
2,36,988	0·23	7·02	—	—	—	30,052	0·03	0·89	21,04,258	1·96	62·33	Burma. (f)
8,85,107	0·19	5·43	5,90,720	0·13	3·63	3,86,456	0·08	2·37	85,31,364	1·89	52·26	Total.
4,97,683	0·21	5·83	—	—	—	50,608	0·02	0·59	50,09,408	2·10	58·72	GUARANTEED COMPANIES. Madras.
3,55,555	0·17	6·54	—	—	—	18,841	0·01	0·35	37,59,752	1·83	68·98	South Indian. (k)
12,77,348	0·14	3·11	—	—	—	(m) 8,32,433	0·09	2·03	1,92,80,263	2·09	46·96	Great Indian Peninsula. (l)
5,25,813	0·23	4·13	—	—	—	1,01,429	0·04	0·79	56,19,575	2·41	44·11	Bombay, Baroda, an Central India. (n)
5,34,228	0·26	7·55	—	—	—	4,25,619	0·21	6·01	40,61,048	1·97	57·38	Oudh and Rohilkhand.
31,90,627	0·18	4·26	—	—	—	14,23,930	0·08	1·91	3,77,21,046	2·09	50·39	Total.
67,454	0·38	10·97	—	—	—	15,288	0·11	2·48	3,31,566	2·35	53·92	ASSISTED COMPANIES. Darjeeling-Himalayan.
East Indian Railway.			—	—	—	—	—	—	—	—	—	Tárakeshwar.
2,584	0·20	10·01	—	—	—	—	—	—	14,291	1·06	56·37	Deoghur.
75,004	0·74	17·63	6,519	0·06	1·53	1,884	0·02	0·44	3,23,771	3·19	76·09	Dibru-Sadiya.
2,57,982	0·34	11·68	1,54,951	0·21	7·01	16,238	0·02	0·75	12,20,699	1·62	55·25	Bengal and North-Western.
39,469	0·56	11·81	—	—	—	7,415	0·11	2·22	1,91,972	2·72	57·46	Rohilkhand-Kumaun.
—	—	—	—	—	—	—	—	—	18,926	1·98	37·81	Thatón-Duyinzáik.
4,42,493	0·41	12·18	1,61,470	0·15	4·45	40,825	0·03	1·12	21,01,225	1·93	57·86	Total.
South Indian Railway. furnished.			—	—	—	—	—	—	—	—	—	FOREIGN. Pondicherry.
			—	—	—	—	—	—	—	—	—	West of India Portuguese.
—	—	—	—	—	—	—	—	—	—	—	—	Total
1,90,690	0·43	10·74	—	—	—	26,453	0·06	1·49	10,18,608	2·24	57·35	NATIVE STATES. His Highness the Nizam's Guaranteed.
Peninsula Railway.			—	—	—	—	—	—	—	—	—	Khámgaon.
(c) 813	—	—	—	—	—	—	—	—	(c) 813	—	—	Amráoti.
11,056	0·18	7·59	—	—	—	—	—	—	1,01,903	1·65	69·91	His Highness the Gaekwar's.
2,875	0·14	6·05	—	—	—	2,672	0·13	5·63	30,880	1·47	64·90	His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar.
(c) 1,866	—	—	—	—	—	—	—	—	(c) 1,866	—	—	Bhopal-Itársi (Native State Section).
1,26,195	0·33	11·27	—	—	—	21,597	0·05	1·93	5,66,586	1·47	50·58	Bhávnagar - Gondal - Junágarh-Porbandar.
25,679	0·31	15·84	—	—	—	1,666	0·02	1·03	1,40,103	1·70	86·44	Morvi.
10,085	0·10	2·79	—	—	—	268	0·00	0·08	1,69,245	1·64	46·91	Jodhpore.
Western Railway.			—	—	—	—	—	—	—	—	—	Rájpura-Bhátinda.
3,09,259	0·33	9·98	—	—	—	52,655	0·05	1·42	20,29,954	1·83	54·88	Total.
1,03,98,112	0·21	5·26	10,36,090	0·02	0·52	31,17,351	0·06	1·58	9,87,43,474	1·97	49·96	Total of all Railways.

(g) Includes Rs. 1,02,532 on account of rent of leased lines.
(h) Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.
(i) Total working expenses, exclusive of maintenance. (j) Includes the Toungoo-Mandalay Extension. (k) Includes the Pondicherry Railway.
(l) Includes the expenses of the branch lines (Dhond-Manmád, Khámgaon, Amráoti and Bhopal-Itársi) worked, but excludes the charges incurred direct by the State.
(m) Includes Rs. 3,41,582 on account of rent of leased lines.
(n) Includes the Patri Branch. (o) Includes Rs. 34,145 on account of cart-road service.

SUMMARY of the PRINCIPAL COMMODITIES carried, and the RECEIPTS therefrom, on the several Railways during the Year 1888, as compared with the previous Year (details given in Appendix E.).

Classification Number.	Description of Commodity.	Quantity.		Receipts.		Quantity.		Receipts.		Classification Number.
		Previous Year. (a)	1888.	Previous Year. (a)	1888.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
I.	Coal	1,654,513	1,980,286	72,56,021	78,34,053	295,973	—	5,78,032	—	I.
II.	Cotton, raw	465,475	400,989	97,91,746	81,15,599	—	64,486	—	16,76,147	II.
III.	Cotton, twist, and yarn	86,737	89,710	13,40,145	13,83,825	2,973	—	43,680	—	
IV.	Cotton piece-goods	219,524	233,797	55,55,699	57,47,111	14,273	—	1,91,412	—	IV.
V.	Drugs and chemicals	18,873	26,934	3,66,318	4,47,547	8,061	—	81,229	—	V.
VI.	Dyes and tans	107,692	133,462	13,93,806	16,45,699	25,770	—	2,51,893	—	VI.
VII.	Grains	3,977,998	4,176,824	2,60,97,467	2,93,07,854	204,918	—	32,70,387	—	VII.
VIII.	Hides and skins	96,222	103,478	12,31,894	12,97,381	5,256	—	59,487	—	VIII.
IX.	Horns	18,056	20,581	3,60,762	3,86,339	2,525	—	25,578	—	IX.
X.	Jute	482,871	542,334	38,06,512	45,64,993	59,463	—	7,58,381	—	X.
XI.	Lac	22,966	19,713	2,94,291	2,48,489	—	3,253	—	45,802	XI.
XII.	Leather, manufactured	9,125	8,511	2,14,342	2,03,467	—	614	—	10,875	XII.
XIII.	Liquors	55,664	60,221	7,97,352	8,56,111	4,557	—	58,759	—	XIII.
XIV.	Metals	391,176	339,948	56,42,470	45,55,784	—	51,228	—	10,86,686	XIV.
XV.	Oils	102,741	131,321	12,64,235	15,56,098	28,580	—	2,91,863	—	XV.
XVI.	Oil-seeds	1,254,973	1,303,567	1,03,10,012	1,16,81,842	138,594	—	13,71,830	—	XVI.
XVII.	Opium	17,007	15,898	4,97,954	3,90,502	—	1,709	—	1,07,452	XVII.
XVIII.	Paper and paste-board	7,984	10,916	1,74,343	2,19,663	2,932	—	45,320	—	XVIII.
XIX.	Provisions	266,653	434,065	31,35,993	52,43,887	167,412	—	20,57,894	—	XIX.
XX.	Railway plant and rolling-stock	2,687,138	3,095,847	58,39,374	73,43,541	408,709	—	15,04,167	—	XX.
XXI.	Salt	1,090,944	1,087,130	69,64,664	70,27,634	—	3,814	62,970	—	XXI.
XXII.	Saltpetre	69,189	68,709	6,21,431	5,72,619	—	480	—	48,812	XXII.
XXIII.	Silk, raw	2,503	2,380	54,731	56,266	—	123	1,485	—	XXIII.
XXIV.	Silk piece-goods	1,021	1,013	27,926	21,909	—	8	—	6,017	XXIV.
XXV.	Spices	84,054	75,808	4,48,092	11,81,044	41,754	—	6,62,952	—	XXV.
XXVI.	Sugar	697,799	810,715	51,28,069	57,76,928	112,916	—	6,47,859	—	XXVI.
XXVII.	Stone and lime	402,014	462,163	9,74,891	11,13,701	60,149	—	1,38,810	—	XXVII.
XXVIII.	Tea	30,991	31,910	6,11,668	6,83,766	919	—	72,098	—	XXVIII.
XXIX.	Timber	440,990	408,218	17,04,767	17,68,811	—	32,772	64,044	—	XXIX.
XXX.	Tobacco	104,902	121,570	10,37,731	11,44,426	17,568	—	1,06,695	—	XXX.
XXXI.	Umbrellas	403	846	14,592	19,028	353	—	4,436	—	XXXI.
XXXII.	Wool	25,996	29,199	8,47,102	9,60,352	3,203	—	1,13,250	—	XXXII.
XXXIII.	All other articles of merchandise.	1,631,486	1,619,550	1,05,27,281	92,13,074	—	77,936	—	13,14,207	XXXIII.
	Total	16,561,125	17,937,660	11,42,83,330	12,24,52,343	1,376,535	—	81,68,513	—	Total.

(a) Figures taken from Traffic Returns for 1888.

CHAPTER VIII.

Fares and Rates.

The table on pages 90 to 93 shows the ordinary passenger fares and goods rates on Indian railways in force on 31st December 1888. Particulars of the chief alterations in coaching fares and goods rates during the year are given in the following detail:—

Coaching Fares.

2. On the Rajputana-Malwa State Railway third-class tickets by mail trains between Ahmedabad and Ajmere were withdrawn from the 1st January 1888. — Rajputana-Malwa State Railway.

3. The following alterations were made in the rates for coaching traffic on the Bengal-Nágpur railway:— — Bengal-Nágpur Railway.

Intermediate class rate reduced from 4 pies to 3 pies per mile.

Third-class rate altered from 2 pies per mile to 2½ pies per mile by mail and 2 pies per mile by mixed trains.

Minimum charge for passengers' luggage increased from one anna to two annas.

4. The goods and coaching rates of the Mysore Section were assimilated with those of the Southern Mahratta railway during the year. — Southern Mahratta Railway.

5. The maximum and minimum rates and fares as laid down in the schedule which accompanied Public Works Department Resolution No. 1,446 R.T. of 12th December 1887 were adopted on the Indian Midland Railway on the 1st February 1888. — Indian Midland Railway.

6. On the Tirhoot State Railway the fares for first, second, and intermediate class ordinary return tickets were reduced to one and one-third fares, and through booking of such tickets introduced with the East Indian Railway *viâ* Mokameh Ghát. This has resulted in an increased demand for double journey tickets. — Tirhoot State Railway.

7. In Burma the first-class passenger fare was altered on the 1st April 1888 from 14·9 pies per mile to 15 pies per mile. — Burma State Railway.

8. A reduction was made in the rate for passengers' luggage from 2 pies to 1½ pies per maund per mile from the 1st of July 1888 on the Great Indian Peninsula Railway. — Great Indian Peninsula Railway.

9. On the Bombay, Baroda, and Central India Railway the rate for quarterly and half-yearly season tickets was increased in each case by 25 per cent. from 1st October 1888. — Bombay, Baroda, and Central India Railway.

The intermediate class fare was altered with effect from 1st October 1888 from 3 pies per mile for all distances to 3 pies per mile for the first 300 miles and 2 pies per mile for distances over 300 miles; and fares from Bombay to Agra were reduced on the opening of the Indian Midland Railway to that place. On the Wadhwán Branch the third-class passenger fare by mail trains was increased from 2½ to 3 pies from the 1st of January 1888.

10. A uniform third-class fare of 2¾ pies has been established both on mail and mixed trains in Kathiawar. — Bhavnagar-Gondal-Junagarh-Porbandar State Railway.

Goods Rates.

11. On the Southern Mahratta Railway the fifth-class rate was reduced to the rate charged for fourth-class, and the fourth-class rate was reduced from 27 pies to 22 pies per ton per mile. — Southern Mahratta Railway.

12. In goods rates the following were the principal alterations on the North-Western Railway:— — North-Western Railway.

(i.) *Edible Grain and Common Seeds.*—For bookings to and from all stations except Kurrachée and Kiamari (for which latter special rates exist)—

Altered from	1 to 100 miles	¼th	Of a pie per maund per mile.
	101 to 200 „	¼th	
	201 to 450 „	⅙th	
	Over 450 „	⅛th	
To	1 to 150 „	¼th	Do.
	151 to 300 „	¼th	
	301 to 450 „	⅙th	
	Over 450 „	⅛th	

(ii.) *Bookings over the Sind-Pishin Section.*—The ordinary double rates were abolished and ordinary rates substituted with ghát charges at 2 annas per maund for each 50 miles with maximum charge of 4 annas per maund.

(iii.) *Fodder and Forage.*—Compressed to 90 cubic feet per ton in waggon loads of 270 maunds and over at owners' risk—

1	to 100 miles	- - - -	$\frac{1}{4}$th
101	to 200 „	- - - - -	$\frac{1}{5}$th
201	to 450 „	- - - -	$\frac{1}{6}$th
Over	450 „	- - - - -	$\frac{1}{8}$th

} Of a pie per maund per mile with 3 pies terminal charges.

Tirhoot State Railway.

13. To compete with river traffic reduction was made in the rate for food grains and seeds from certain stations of the Tirhoot State Railway resulting in increased traffic by railway.

Burma State Railway.

14. In Burma, with effect from the 1st January 1889, a revised tariff for goods traffic was introduced, based generally on the recent orders of Government. It is too soon to report the effects of this alteration, but generally some obsolete or unsuitable concessions previously existing were abolished or amended, and reductions with a view to securing through traffic, especially in goods between Rangoon and Mandalay, were arranged.

Bengal and North-Western Railway.

15. In an arrangement with the East Indian and the Oudh and Rohilkhand Railways, it was arranged with the former railway to equalise rates for the Tirhoot traffic for Cawnpore and the West, so that the rates *vid* Dígha and the East Indian Railway would be similar to those *vid* Ajodhya Ghát and the Oudh and Rohilkhand Railway.

With the latter railway it was agreed to equalise rates for traffic to Howrah, so that the rates from stations on the Oudh and Rohilkhand Railway, on the south bank of the Gogra, would be the same as those by the Bengal and North-Western Railway on the north bank of the Gogra.

A charge for carriage of salt, viz., $\frac{1}{5}$th pie per maund per mile up to a distance of 250 miles, and $\frac{1}{6}$th pie for greater distances, was also agreed to by the Bengal and North-Western, the East Indian, and the Oudh and Rohilkhand Railways.

TABLE showing ORDINARY PASSENGER FARES and GOODS RATES in Pies on INDIAN RAILWAYS on 31st December 1888.

TABLE showing ORDINARY PASSENGER FARES and GOODS RATES

Railways.	Passenger Fares per Mile.				Goods		
					Special Class per Ton per Mile.		1st
	1st Class.	2nd Class.	3rd or Intermediate Class.	Lowest Class (3rd or 4th).	Food Grains.	Coal.	Per Ton per Mile.
STATE IMPERIAL.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
East Indian	18·00	9·00	4·50	2·50	(*a*)	(*b*)	8·98
Patna-Gya Dildárnagar-Gházipur Sindia	—	—	—	—	—	—	Worked by
Benares Branch	—	—	—	—	—	—	Worked by
Rajputana-Malwa	15·00	8·00	3·00	2·00 to 2·25	(*c*)	(*c*)	9·53
Bengal-Nágpur	(*d*) 18·00	(*d*) 8·00	(*e*) 3·00 (*f*) 4·00	(*e*) 2·00 & 2·50 (*f*) 2·00	(*g*) 9.50 (*h*) 9·00	5·99	10·07
Southern Mahratta (*f*) Do. Mysore Section	18·00	9·00	—	2·50	6·81	6·81	9·25
Indian Midland	15·00	8·00	—	(*g*) 2·66 (*h*) 2·50	(*k*)	(*k*)	8·98
Villupuram-Dharmavaram, Nellore Branch.	12·00	6·00	—	2·00	(*l*) 8·98	(*l*) 8·98	(*l*) 8·98
Dhond-Manmád Bhopal-Itársi (*British Section*)	—	—	—	—	—	—	Worked by
North-Western	12·00 & 15·00	6·00 & 8·00	3·00, 3·50, & 4·00	2·00, 2·25 & 2·50	(*o*) 3·40 & 4·54 & 5·44 & 6·80	(*o*) 2·72 & 4·54 & 5·44 & 6·80	(*o*) 8·98
Bengal Central (*p*)	12·00	6·00	4·50	(*q*) 3·00	4·08	4·08	8·98
Wardha Coal	18·00	9·00	4·00	2·00	8·17	4·52	10·07
Toungoo-Mandalay Extension	—	—	4·00	—	—	—	Included
STATE PROVINCIAL.							
Bareilly-Pilibhit	18·00	—	4·50	2·00	6·80	5·44	(*s*) 8·98
Lucknow-Sitapur-Sihrámau	—	(*v*) 9·00	4·00	2·00	5·44	5·44	(*s*) 6·80
Eastern Bengal	18·00 (*w*) 12·00	9·00 (*w*) 6·00	4·00	2·50	5·99 (*x*) 8·98	5·44 (*x*) 8·98	8·98
Nalhátí	18·00	6·00	—	3·00	(*y*) 7·89 (*z*) 8·98	11·48	11·98
Tirhoot	18·00	9·00	4·50	1·75	(*za*) 5·44 (*bb*) 7·62	(*cc*) 5·44 (*dd*) 6·81	8·98
Jorhát	24·00	—	—	4·00	27·22	(*ee*)	27·22
Cherra-Companyganj	27·00	—	—	3·00	(*ff*) 16·33	16·33	65·33
Amritsar-Pathánkot	—	—	—	—	—	—	Worked by
Burma (*gg*)	15·00	6·00	—	3·00	7·89	7·89	12·25

(*a*) All stations except Howrah :—

For first 100 miles . . . . . 9·07 pies per ton per mile.
„ extra distances over 100 up to 450 miles . . . . . 4·63 „ „
„ extra distances above 450 miles . . . . . 3·27 „ „
The rates for carriage to Howrah are various, *vide* page 10 of the Goods Tariff for December 1888.

(*b*) For distances under 100 miles . . . . . 9·07 „ „
„ „ of and over 100 and under 300 miles . . . . . 6·81 „ „
„ „ „ „ 300 „ 600 „ . . . . . 4·54 „ „
„ „ over 600 miles . . . . . 3·89 „ „
„ coal for State Railways . . . . . 2·72 „ „

(*c*) 9·53 pies per ton per mile for distances from 1 to 100 miles
6·81 „ „ „ 101 to 200 „
4·08 „ „ „ 201 to 400 „
2·72 „ „ „ over 400 „
when in consignments of 160 maunds or 5·88 tons and over.

(*d*) On both the broad and metre gauge portions of the line.

(*e*) On the broad gauge portion of the line.

(*f*) On the metre gauge portion of the line.

(*g*) For distances of 100 miles.

(*h*) „ „ over 100 miles.

(*j*) Includes the late Bellary-Kistna State Railway.

in Pies on INDIAN RAILWAYS on 31st December 1888.

Rates. Class.	2nd Class.		3rd Class.		4th Class.		5th Class.		Railways.
Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	STATE IMPERIAL.
0·33	13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	East Indian.
the East Indian Railway.			—	—	—	—	—	—	Patna-Gya. Dildárnagar-Gházipur. Sindia.
the Oudh and Rohilkhand Railway.			—	—	—	—	—	—	Benares Branch.
0·35	14·43	0·53	19·05	0·70	23·14	0·85	27·22	1·00	Rajputana-Malwa.
0·37	14·15	0·52	24·23	0·89	34·03	1·25	46·18	1·77	Bengal-Nágpur.
0·34	13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	Southern Mahratta (*j*). Do. Mysore Section.
0·33	13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	Indian Midland.
(*l*) 0·33	(*m*) 13·61	(*m*) 0·50	(*n*) 54·44	(*n*) 2·00	—	—	—	—	Vilupuram - Dharmavaram, Nellore Branch.
the Great Indian Peninsula Railway.			—	—	—	—	—	—	Dhond-Manmád. Bhopal Itársi (*British Section*).
(*o*) 0·33	(*o*) 13·61	(*o*) 0·50	(*o*) 18·24	(*o*) 0·67	(*o*) 22·59	(*o*) 0·83	(*o*) 27·22	(*o*) 1·00	North-Western.
0·33	(*r*) 3·81	(*r*) 0·14	(*r*) 4·62	(*r*) 0·17	(*r*) 5·44	(*r*) 0·20	(*r*) 6·80	(*r*) 0·25	Bengal Central (*p*).
0·37	14·15	0·52	24·23	0·89	34·03	1·25	46·18	1·77	Wardha Coal.
with the Burma State Railway.			—	—	—	—	—	—	Toungoo-Mandalay Extension.
									STATE PROVINCIAL.
(*s*) 0·33	(*t*) 13·61	(*t*) 0·50	—	—	—	—	(*u*) 27·22	(*u*) 1·00	Bareilly-Pilibhít.
(*s*) 0·25	(*t*) 13·61	(*t*) 0·50	—	—	—	—	(*u*) 27·22	(*u*) 1·00	Lucknow-Sitapur-Sihrámau.
0·33	18·24 / (*w*) 13·61	0·67 / (*w*) 0·50	27·22 / (*x*) 18·24	1·00 / (*x*) 0·67	Nil / (*x*) 22·59	Nil / (*x*) 0·83	Nil / (*x*) 27·22	Nil / (*x*) 1·00	Eastern Bengal.
0·44	17·96	0·66	23·95	0·88	35·93	1·32	71·86	2·64	Nalhátí.
0·33	13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	Tirhoot.
1·00	54·44	2·00	81·66	3·00	—	—	—	—	Jorhát.
2·40	108·88	4·00	130·66	4·80	—	—	—	—	Cherra-Companyganj.
the North Western Railway.			—	—	—	—	—	—	Amritsar-Pathánkot.
0·45	15·24	0·56	19·87	0·73	—	—	—	—	Burma. (*gg*)

(*k*) 8·93 pies per ton per mile for distances from 1 to 100 miles.
6·81 " " " " 101 to 200 "
4·08 " " " " 201 to 400 "

(*l*) On the excepted list. In truck loads of 162 maunds or 5·95 tons three annas per mile and of 270 maunds or 9·92 tons five annas per mile.
(*m*) Excepted goods.
(*n*) Combustibles.
(*o*) Double rates were charged on the Pishin Section beyond Sibi up to 31st December 1888, after which date the double charge was abolished.
(*p*) Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.
(*q*) Between Calcutta and Dattapukur 2·50 pies per mile.
(*r*) Special class rates A. to D.
(*s*) Low class.
(*t*) Middle class.
(*u*) High class.
(*v*) Upper class.
(*w*) Between Calcutta and Kánchrapára.
(*x*) On the Assam-Behar Section.
(*y*) In through booking only, when consignments are not less than 220 maunds or 8·08 tons.
(*z*) In through booking only when consignments are less than 220 maunds or 8·08 tons, but over 50 maunds or 1·84 tons.
(*aa*) For distances of and over 70 miles.
(*bb*) For distances of less than 70 miles.
(*cc*) When carried in bulk.
(*dd*) When carried in bags.
(*ee*) The rate fluctuates between 13·61 and 27·22 pies per ton per mile, different rates being fixed for each station.
(*ff*) This is the special rate for the carriage of limestone.
(*gg*) Includes the Toungoo-Mandalay Extension.

TABLE showing ORDINARY PASSENGER FARES and GOODS RATES in Pies

Railways.	Passenger Fares per Mile.				Goods		
					Special Class per Ton per Mile.		1st
	1st Class.	2nd Class.	3rd or Intermediate Class.	Lowest Class (3rd or 4th).	Food Grains.	Coal.	Per Ton per Mile.
	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
GUARANTEED COMPANIES.							
Madras	18·00	7·00	—	1·50 and 2·0	4·63, 6·80 and 8·71	6·26 and 8·17	10·07
South Indian	12·00	6·00	3·00	2·00	(a) 8·98	(a) 8·98	(a) 8·98
Great Indian Peninsula	12·00	6·00	3·00	2·50	5·00 to 8·00	5·00	(d) 10·07, (e) 9·53, (f) 8·98
Bombay, Baroda, and Central India (g)	12·00	6·00	3·00	2·25 to 2·50	(h) 10·89	(h) 10·89	10·89
Oudh and Rohilkhand	—	(i) 9·00	4·00	2·50	4·53 and 5·44	5·44	(j) 6·80
ASSISTED COMPANIES.							
Darjeeling-Himalayan	72·00	36·00	—	15·00	63·97	33·58	81·66
Tárakeshwar	12·00	6·00	4·50	3·00	(m)	(m)	(m)
Deoghur	24·00	—	—	6·00	—	—	—
Dibru-Sadiya	18·00	9·00	—	4·00	—	8·00	27·22
Bengal and North-Western	15·00	9·00	4·00	3·00	3·40 to 6·81	5·44 to 8·98	8·98
Rohilkhand-Kumaun	35·00	—	15·00	3·11	11·43	5·44	(j) 19·05
Thatón-Duyinzáik	24·00	12·00	—	6·00	40·28	—	(n) 54·98
FOREIGN.							
Pondicherry	—	—	—	—	—	—	Worked by
West of India Portuguese	(o)	(o)	(o)	(o)	(o)	(o)	(o)
NATIVE STATES.							
His Highness the Nizam's Guaranteed	18·00	6·00	2·50	2·00	(p) 7·08, (q) 5·17 to 5·99	5·17	10·07
Khámgaon, Amráoti	—	—	—	—	—	—	Worked by
His Highness the Gaekwar's	—	(i) 7·00	—	3·00	10·89, (r) 9·53	10·89, (r) 9·53	10·89
His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar.	—	(i) 8·00	—	2·25	9·53, (r) 6·80	9·53	9·53
Bhopal Itársi (*Native State Section*)	—	—	—	—	—	—	Worked by
Bhávnagar-Gondal-Junágarh-Porbandar.	12·00	6·00	—	2·75	7·08	5·99 and 8·17	10·89
Morvi	—	(i) 9·00	—	3·83	—	—	10·89
Jodhpore	18·00	6·00	—	2·00	10·89	10·89	21·78
Rájpura-Bhátinda	—	—	—	—	—	—	Worked by

(a) On the excepted list. In truck loads of 162 maunds or 5·95 tons 3 annas per mile and of 270 maunds or 9·92 tons 5 annas per mile.

(b) Excepted goods.

(c) Combustibles.

(d) For distances from 1 to 400 miles.

(e) " " 401 to 600 "

(f) " above 600 miles.

(g) Includes the Pálri Branch.

(h) 9·53 pies per ton per mile for distances from 1 to 100 miles.
6·81 " " " 101 to 200 "
4·80 " " " 201 to 400 "
2·73 " " over 400 miles.
} When in consignments of 160 maunds or 5·88 tons and over

(i) Upper class.

on INDIAN RAILWAYS on 31st December 1888—*concluded.*

Rates. Class.	2nd Class.		3rd Class.		4th Class.		5th Class.		Railways.
Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	
									GUARANTEED COMPANIES.
0·37	13·61	0·50	17·97	0·66	23·95	0·88	36·20	1·33	Madras.
(*a*) 0·33	(*b*) 13·61	(*b*) 0·50	(*c*) 54·44	(*c*) 2·00	—	—	—	—	South Indian.
(*d*) 0·37 (*e*) 0·35 (*f*) 0·33	(*d*) 14·15 (*e*) 14·15 (*f*) 13·61	(*d*) 0·52 (*e*) 0·52 (*f*) 0·50	(*d*) 23·95 (*e*) 22·32 (*f*) 20·14	(*d*) 0·88 (*e*) 0·82 (*f*) 0·74	(*d*) 34·30 (*e*) 28·31 (*f*) 25·31	(*d*) 1·26 (*e*) 1·04 (*f*) 0·93	(*d*) 48·45 (*e*) 42·46 (*f*) 34·30	(*d*) 1·78 (*e*) 1·56 (*f*) 1·26	Great Indian Peninsula.
0·40	16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	Bombay, Baroda, and Central India. (*g*)
(*f*) 0·26	(*k*) 13·61	(*k*) 0·50	—	—	—	—	(*l*) 27·22	(*l*) 1·00	Oudh and Rohilkhand.
									ASSISTED COMPANIES.
3·00	108·88	4·00	136·10	5·00	—	—	—	—	Darjeeling-Himalayan.
(*m*)	(*m*)	(*m*)	(*m*)	(*m*)	(*m*)	(*m*)	(*m*)	(*m*)	Tárakeshwar.
—	—	—	—	—	—	—	—	—	Deoghur.
1·00	54·44	2·00	81·66	3·00	—	—	—	—	Dibru-Sadiya.
0·33	13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	Bengal and North-Western.
(*f*) 0·70	(*k*) 28·58	(*k*) 1·05	(*l*) 54·44	(*l*) 2·00	—	—	—	—	Rohilkhand-Kumaun.
(*n*) 2·02	—	—	—	—	—	—	—	—	Thatón-Duyinzáik.
									FOREIGN.
the South Indian Railway			—	—	—	—	—	—	Pondicherry.
(*o*)	(*o*)	(*o*)	(*o*)	(*o*)	(*o*)	(*o*)	(*o*)	(*o*)	West of India Portuguese.
									NATIVE STATES.
0·37	13·88	0·51	23·95	0·88	34·03	1·25	47·91	1·76	His Highness the Nizam's Guaranteed.
the Great Indian Peninsula Railway			—	—	—	—	—	—	Khámgaon. Amráoti.
0·40	16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	His Highness the Gaekwar's.
0·35	14·43	0·53	19·05	0·70	23·14	0·85	27·22	1·00	His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar.
the Great Indian Peninsula Railway			—	—	—	—	—	—	Bhopal-Itársi (*Native State Section*).
0·40	16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	Bhávnagar-Gondal-Junágarh-Porbandar.
0·40	16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	Morvi.
0·80	27·22	1·00	29·94	1·10	34·02	1·25	38·11	1·40	Jodhpore.
the North-Western Railway			—	—	—	—	—	—	Rájpura-Bhátinda.

(*f*) Low class.

(*k*) Middle class.

(*l*) High class.

(*m*) Worked by the East Indian Railway. The Goods rates are the same as on that line.

(*n*) This is the rate for the carriage of "Other merchandise."

(*o*) Information not furnished.

(*p*) Local.

(*q*) Through booking.

(*r*) When in consignments of 160 maunds or 5·88 tons and over.

CHAPTER IX.

FUEL CONSUMPTION.

Fuel consumption.

The consumption of fuel on the Indian railways during the year 1888 compares as noted below with that during 1887:—

Years.	Coal.		Coke.	Patent Fuel.	Wood.
	English.	Country.			
	Tons.	Tons.	Tons.	Tons.	Tons.
1888	237,377	539,309	12,461	27,885	322,236
1887	212,529	479,210	9,564	30,029	292,808

2. Particulars regarding the source and description of fuel in use on the principal lines, its average cost per ton, and the consumption per train mile and per thousand gross ton miles are given in the following table:—

Railway.	Gauge.	Source and Description of Fuel.	Total Quantity consumed.	Average Cost per Ton.	Per Train Mile.		Consumption per 1,000 gross ton miles during the first half of 1888.
					Consumption.	Cost.	
STATE IMPERIAL.			Tons.	Rs.	lbs.	As.	lbs.
East Indian	5′ 6″	Bengal coal	197,288	2·25	51·24	0·83	133·92
Rajputana-Malwa	3′ 3⅜″	English and Bengal coal, principally the latter.	81,575	20·46	30·14	4·40	158·04
Bengal-Nágpur	3′ 3⅜″	Warora coal	16,713	7·64	48·70	2·66	359·54
Southern Mahratta	3′ 3⅜″	English coal and wood, principally the latter.	(a)62,459	6·34	(a) 84·08	3·88	(a)563·33
Indian Midland	5′ 6″	Bengal coal and wood, principally the former.	3,168	16·30	44·89	5·17	140·17
North-Western	5′ 6″	English, Bengal, Khost, and Dandote coal, also patent fuel and wood.	158,135	12·53	47·97	4·30	160·66
STATE PROVINCIAL.							
Eastern Bengal	5′ 6″ / 3′ 3⅜″ / 2′ 6″	Bengal coal	55,671	6·62	48·94	2·08	209·07
Tirhoot	3′ 3⅜″	Ditto	9,167	8·27	32·74	1·93	192·38
Burma	3′ 3⅜″	English coal, patent fuel and wood.	12,054	21·42	25·09	3·84	136·18
GUARANTEED COMPANIES.							
Madras	5′ 6″	Wood and patent fuel, principally the former.	(a)111,382	5·01	(a)104·35	3·74	(a)396·22
South Indian	3′ 3⅜″	English and Australian coal, but principally the former.	27,134	15·54	29·65	3·29	189·72
Great Indian Peninsula	5′ 6″	English, Warora, Umaria, Mohpani, Singareni coal and wood, but principally English coal.	208,045	12·19	50·64	4·41	169·83
Bombay, Baroda, and Central India.	5′ 6″	English coal and wood; a very small percentage of the latter.	40,099	16·99	38·49	4·67	111·63
Oudh and Rohilkhand	5′ 6″	Bengal coal	40,018	11·02	43·55	3·43	142·67
ASSISTED COMPANIES.							
Bengal and North-Western	3′ 3⅜″	Bengal coal	10,266	10·63	30·57	2·32	150·22
NATIVE STATES.							
His Highness the Nizam's Guaranteed.	5′ 6″	Singareni coal and wood	12,545	7·68	61·75	3·39	234·07
Bhávnagar-Gondal-Junagarh-Porbandar.	3′ 3⅜″	Cardiff coal	3,829	21·10	22·81	3·36	160·56

(a) In terms of wood.

CHAPTER X.

Persons Employed.*

On pages 96 and 97 detailed information is given regarding the number of persons of all races on open lines. This may be summarised thus:— Numbers employed.

Year ending	Number of Employés.				Number of Miles open.	Number of Stations.
	Europeans.	East Indians.	Natives.	Total.		
31st December 1887 - -	4,684	5,077	215,286	225,047	14,065¼(a)	1,988
31st December 1888 - -	4,674	5,604	233,307	243,585	14,462½	2,096

(a) Excludes 2·76 miles of the Benares Branch, not worked.

It will be seen that Natives form 95·78 per cent. of the entire body of servants. The increase in the number of employés is due mainly to the increased length of line open. The per-centage of increase in the total number was 8·24 against 2·82 in the length of railways worked. Under the head of Europeans there was a decrease of 0·21 per cent., under East Indians an increase of 10·38 per cent., and under Natives an increase of 8·37 per cent.

2. The percentage of casualties amongst Europeans and East Indians from various causes is given below, for the years ending 31st December 1887 and 31st December 1888:— Casualties.

	1887.		1888.	
	Europeans.	East Indians.	Europeans.	East Indians.
Death - - - -	1·84	1·28	2·06	1·22
Resignation or discharge - -	12·25	14·13	14·84	15·11
Dismissal - - -	4·47	6·13	3·78	5·42
Total - -	18·56	21·54	20·68	21·75

* *Vide* return of servants of all races employed on open lines, pages 96 and 97, and return of casualties amongst the European and East Indian employés, pages 98 and 99.

NUMERICAL RETURN of Servants of all Races employed on

Railways.	General Administration, including Agency, Audit, Accounts, Paymaster's, Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.				Traffic and Telegraph Departments.				Engineer's Department.			
	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
STATE IMPERIAL.												
East Indian (a)	85	36	2,656	2,777	379	23	10,278	10,290	57	59	19,008	19,149
Patna-Gya (b)	—	—	—	—	—	—	—	—	—	—	—	—
Dildárnagar-Gházipur (b)	—	—	—	—	—	—	—	—	—	—	—	—
Sindia (b)	—	—	—	—	—	—	—	—	—	—	—	—
Benares Branch											Worked by the Oudh and	
Rajputana-Malwa (c)	20	28	1,392	1,440	125	170	3,853	4,148	33	19	7,265	7,317
Bengal-Nágpur (d)	19	43	696	758	12	53	496	561	17	21	3,862	3,900
Southern Mahratta (e)	12	61	820	893	38	138	1,503	1,679	15	43	3,209	3,267
Do. Mysore Section	2	3	33	38	2	3	211	216	1	4	421	426
Indian Midland	8	7	128	143	16	5	262	283	6	—	1,752	1,758
Villupuram-Dharmavaram, Nellore Branch (f)	—	—	—	—	—	—	—	—	—	—	—	—
Dhond-Manmád (g)	—	—	—	—	—	—	—	—	—	—	—	—
Bhopal-Itárси (British Section) (g)	—	—	—	—	—	—	—	—	—	—	—	—
North-Western (h)	49	29	1,663	1,741	223	227	7,118	7,568	114	27	16,645	16,786
Bengal Central (j)	2	—	17	19	Incl. with Eastern Bengal Railway.				2	2	590	594
Wardha Coal	1	5	64	70	1	1	66	68	—	—	208	208
Toungoo-Mandalay Extension (l)	—	—	—	—	—	—	—	—	—	—	—	—
STATE PROVINCIAL.												
Bareilly-Pilibhit (m)	—	—	—	—	—	—	—	—	—	—	—	—
Lucknow-Sitapur-Sihrámau	—	—	—	—	2	3	186	191	—	—	—	—
Eastern Bengal (n)	17	12	861	890	110	108	3,097	3,315	27	10	4,607	4,644
Nalhátі	—	—	13	13	—	—	26	26	—	—	79	79
Tirhoot	3	—	228	231	10	46	991	1,047	3	4	1,245	1,252
Jorhát	2	—	22	24	1	—	89	90	—	—	87	87
Cherra-Companyganj	—	—	4	4	1	—	15	16	—	—	13	13
Amritsar-Pathánkot (o)	—	—	—	—	—	—	—	—	—	—	—	—
Burma (p)	29	25	203	(q)257	23	265	701	989	16	30	2,399	2,445
GUARANTEED COMPANIES.												
Madras	16	47	312	375	37	477	2,963	3,527	24	122	4,552	4,698
South Indian (r)	13	20	342	375	23	75	2,184	2,282	15	38	3,417	3,470
Great Indian Peninsula (s)	41	39	1,239	1,319	374	226	6,705	7,305	74	30	16,610	16,714
Bombay, Baroda, and Central India (t)	32	57	894	983	12	22	2,564	2,598	23	4	2,057	2,084
Oudh and Rohilkhand (u)	18	20	691	729	49	43	1,964	2,061	21	15	7,646	7,682
ASSISTED COMPANIES.												
Darjeeling-Himalayan	5	—	34	39	11	1	127	139	4	2	242	248
Tárakeshwar (b)	—	—	—	—	—	—	—	—	—	—	—	—
Deoghur (v)	—	—	—	—	—	—	—	—	—	—	—	—
Dibru-Sadiya	4	1	74	79	1	1	109	111	2	1	10	13
Bengal and North-Western	9	12	300	321	15	28	658	701	3	1	1,623	1,632
Rohilkhand-Kumaun (w)	4	—	59	63	2	3	264	269	—	1	304	305
Thatón-Duyinzáik	1	1	6	8	—	—	20	20	—	—	16	16
FOREIGN.												
Pondicherry	—	—	—	—	—	—	—	—	Worked by South Indian Railway.			
West of Indian Portuguese (v)	—	—	—	—	—	—	—	—	—	—	—	—
NATIVE STATES.												
His Highness the Nizam's Guaranteed	13	15	359	387	4	72	419	495	8	16	1,277	1,301
Khámgaon (g)	—	—	—	—	—	—	—	—	—	—	—	—
Amrsóti (g)												
His Highness the Gaekwar's	—	—	14	14	—	—	48	48	—	—	143	143
His Highness the Gaekwar's Viramgam-Mohsana-Vadnagar (x)	—	—	—	—	—	—	—	—	—	—	—	—
Bhopal-Itárси, Native State Section (g)	—	—	—	—	—	—	—	—	—	—	—	—
Bhávnagar - Gondal - Junágarh - Porbandar	3	6	237	46	2	6	418	426	1	3	385	389
Morvi	1	1	52	54	1	—	116	117	1	—	241	242
Jodhpore	1	—	53	54	—	—	99	99	—	—	239	239
Rájpura-Bhatinda (o)	—	—	—	—	—	—	—	—	—	—	—	—
Total of all Railways	405	468	13,971	14,844	1,524	2,214	47,647	51 385	502	452	105,347	106,301

Open Lines of Railway in India on the 31st December 1888.

Locomotive and Carriage and Waggon Departments, including Steamboat Establishments.				Total.				Number of Miles Open.	Number of Stations.	Remarks.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.			
424	245	10,453	11,122	975	576	42,487	44,038	1,679·75	196	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
Rohilkhand Railway.										
223	272	5,343	5,837	400	489	17,853	18,742	1,692·15	234	(*a*) Includes Patna-Gya, Dildárnagar-Gházipur, Sindia and Tárakeshwar Railways.
54	226	2,900	3,180	102	343	12,954	13,399	224·50	28	
64	146	2,036	2,246	129	388	7,568	8,085	854·38	107	(*b*) Included with East Indian Railway.
3	34	268	305	8	44	933	985	139·75	20	
23	19	234	276	53	31	2,376	2,460	136·25	15	(*c*) Includes His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar Railway.
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	(*d*) Includes Katni-Umaria Branch.
—	—	—	—	—	—	—	—	—	—	
409	194	11,983	12,586	790	477	37,414	38,681	(*i*)2,397·98	317	(*e*) Includes Bellary-Kistna State Railway.
Incl. with Eastern Bengal Railway.				4	2	607	613	125·01	25	
(*k*)13	(*k*)11	(*k*)755	(*k*)779	15	17	1,093	1,125	45·00	4	(*f*) Included with South Indian Railway.
—	—	—	—	—	—	—	—	—	—	
										(*g*) Included with Great Indian Peninsula Railway.
										(*h*) Includes Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
—	—	—	—	—	—	—	—	—	—	
—	2	139	141	2	5	325	332	104·59	16	(*i*) Excludes Bolan Railway, closed for traffic temporarily, and 14·52 miles of line constructed but not worked.
116	57	4,404	4,577	270	187	12,969	13,426	798·22	164	
—	2	34	36	—	2	152	154	27·25	17	
14	24	983	1,021	30	74	3,447	3,551	273·00	47	(*j*) Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.
1	—	22	23	4	—	220	224	30·60	6	
1	—	12	13	2	—	44	46	7·50	3	
—	—	—	—	—	—	—	—	—	—	
24	40	1,343	1,407	92	360	4,646	5,098	441·00	64	(*k*) Includes Colliery establishment.
										(*l*) Included with Burma State Railway.
90	454	3,685	4,229	217	1,100	12,012	13,329	339·27	126	(*m*) Included with Rohilkhand-Kumaun Railway.
44	275	3,082	3,401	95	408	9,025	9,528	744·77	113	
468	315	10,481	11,264	957	610	35,035	36,602	1,503·75	207	(*n*) Includes the figures for the Bengal Central Railway (excluding Agency and Engineering Department), and those for the Assam-Behar Section, excluding Engineering Department.
82	39	2,312	2,433	149	122	7,827	8,098	460·90	83	
79	24	3,336	3,439	167	107	13,637	13,911	692·55	102	
										(*o*) Included with North-Western Railway.
15	3	97	115	35	6	500	541	51·00	11	(*p*) Includes Toungoo-Mandalay Extension.
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	(*q*) Excludes Police, which is under the control of the Inspector-General of Police, Lower Burma.
3	3	67	73	10	6	260	276	78·00	29	
31	15	841	887	63	56	3,422	3,541	376·00	65	(*r*) Includes Villupuram-Dharmavaram Nellore Branch, and Pondicherry Railway.
5	—	153	158	11	4	780	795	91·00	16	
—	—	11	11	1	1	53	55	8·00	2	
										(*s*) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itársi State Railways.
—	—	—	—	—	—	—	—	—	—	(*t*) Includes Pátri Branch.
—	—	—	—	—	—	—	—	—	—	(*u*) Includes Benares Branch.
										(*v*) Information not furnished.
34	62	1,025	1,121	59	165	3,080	3,304	305·71	37	(*w*) Includes Bareilly-Pilibhit State Railway.
—	—	—	—	—	—	—	—	—	—	(*x*) Included with Rajputana-Malwa Railway.
—	—	17	17	—	—	222	222	58·85	9	(*y*) Excludes figures for the Bengal Central Railway, which are included with the Eastern Bengal Railway.
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
22	7	122	151	28	22	1,362	1,412	208·87	31	
2	—	161	163	5	1	570	576	68·00	10	
—	1	43	44	1	1	434	436	124·00	18	
—	—	—	—	—	—	—	—	—	—	
2,243	2,470	66,342	71,055	4,674	5,604	233,307	243,585	(*y*)14,462·59	(*y*)2,906	

NUMERICAL RETURN of CASUALTIES, whether by Death, Resignation and Discharge, or Dismissal, amongst the European

Railways.	General Administration, including Agency, Audit, Accounts, Paymaster's, Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.										Traffic and Telegraph Departments.										Engineer's				
	Europeans.					East Indians.					Europeans.					East Indians.					Europeans.				
	Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by			
		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.
STATE IMPERIAL.																									
East Indian (*a*)	82·00	—	6	—	6	36·00	1	2	—	3	382·00	8	42	9	59	225·00	2	28	4	34	85·00	2	10	3	15
Patna-Gya (*b*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dildárnagar-Gházipur (*b*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sindia (*b*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Benares Branch	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Worked by the Oudh and				
Rajputana-Malwa (*c*)	19·00	—	2	—	2	28·00	1	2	—	3	123·00	—	32	6	38	172·00	2	32	2	36	31·78	1	1	—	2
Bengal-Nágpur (*m*)	21·00	—	5	—	5	52·00	—	10	4	14	11·50	1	2	—	3	40·42	—	20	11	31	12·00	—	—	—	4
Southern Mahratta (*d*)	9·30	—	1	—	1	61·00	—	14	2	16	36·00	—	5	11	16	135·00	2	18	15	35	17·56	—	5	—	7
Ditto, Mysore Section	2·00	—	—	—	—	4·00	—	1	—	1	3·00	—	1	—	1	4·00	—	1	1	2	1·83	—	—	—	—
Indian Midland	8·46	—	2	1	3	5·86	—	—	—	—	13·00	—	8	3	11	2·00	—	—	—	—	5·16	—	2	—	2
Villupuram-Dharmavaram, Nellore Branch (*e*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dhond-Manmád (*f*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bhopal-Itársi (*British Section*) (*f*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
North-Western (*a*)	51·52	1	7	1	9	36·84	1	14	—	15	230·33	4	38	21	63	232·33	2	29	17	48	110·33	3	4	3	10
Bengal Central (*g*)	2·00	—	—	—	—	—	—	—	—	—	Included with Eastern Bengal Railway.										2·00	—	—	—	—
Wardha Coal	1·00	—	—	—	—	5·00	—	—	—	—	1·00	—	—	—	—	1·00	—	—	—	—	—	—	—	—	—
Toungoo-Mandalay Extension	—	—	—	—	—	—	—	—	—	—	Included with Burma State Railway.										—	—	—	—	—
STATE PROVINCIAL.																									
Bareilly-Pilibhit (*i*)	—	—	—	—	—	—	—	—	—	—	2·58	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lucknow-Sitapur-Sihrámau	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1·58	—	2	—	2	—	—	—	—	—
Eastern Bengal (*j*)	17·50	—	—	—	—	13·25	—	2	2	4	122·50	6	45	8	58	122·75	2	54	20	76	23·84	—	—	—	—
Nalhati	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tirhoot	2·75	—	—	—	—	9·91	—	—	—	—	4·83	—	9	3	12	30·33	—	19	—	19	3·00	—	—	—	—
Jorhát	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cherra-Companygunj	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Amritsar-Pathánkot (*k*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Burma (*o*)	21·61	—	3	1	4	19·46	—	4	1	5	21·00	—	2	—	2	261·00	2	28	19	49	15·00	—	—	—	—
GUARANTEED COMPANIES.																									
Madras	17·67	2	1	—	3	47·22	—	8	—	8	84·42	2	17	6	25	450·41	7	30	12	49	22·00	1	1	—	2
South Indian (*p*)	13·00	—	—	—	—	20·00	—	1	—	1	32·50	—	1	4	5	83·60	3	19	18	40	15·50	—	2	—	2
Great Indian Peninsula (*q*)	40·00	1	3	—	4	38·00	—	—	—	—	374·00	9	51	2	62	226·00	2	20	2	24	74·00	4	1	—	5
Bombay, Baroda, and Central India (*r*)	33·00	—	4	—	4	60·00	1	5	1	7	12·00	—	1	—	1	22·00	—	—	—	—	23·98	1	3	—	4
Oudh and Rohilkhand (*s*)	17·50	—	—	—	—	19·51	—	2	—	2	51·50	—	10	3	13	46·00	—	12	3	15	21·00	—	—	—	—
ASSISTED COMPANIES.																									
Darjeeling-Himalayan	3·75	—	2	—	2	—	—	—	—	—	5·90	1	4	—	5	59·00	—	1	—	1	3·30	—	—	—	—
Tárakeshwar (*t*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Deoghur (*u*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dibru-Sadiya	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bengal and North-Western	9·00	—	1	—	1	12·00	—	2	—	2	15·00	—	7	1	8	28·00	—	14	4	18	8·00	—	1	—	1
Rohilkhand-Kumaun (*v*)	4·00	—	—	—	—	—	—	—	—	—	2·00	—	1	—	1	3·00	—	1	—	1	—	—	—	—	—
Thatón-Duyinzáik	0·83	—	1	—	1	1·00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
FOREIGN.																									
Pondicherry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
West of India Portuguese (*u*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Worked by the				
NATIVE STATES.																									
His Highness the Nizam's Guaranteed	13·00	—	3	—	3	15·00	—	3	—	3	3·00	—	—	—	—	68·00	—	13	10	23	8·00	—	—	—	—
Khámgaon } (*w*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Amráoti }	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
His Highness the Gaekwar's	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar (*x*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bhopal-Itársi (*Native State Section*) (*w*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bhavagar-Gondal-Junagarh-Porbandar	3·00	—	—	—	—	6	—	—	—	—	3·00	—	1	—	1	6·00	—	—	—	—	1	—	—	—	—
Morvi	1·00	—	—	—	—	1	—	—	—	—	1·00	—	—	—	—	—	—	—	—	—	1	—	—	—	—
Jodhpore	1·00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rájpura-Bhátinda (*y*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total for all Railways	394·96	4	41	3	48	482·65	4	70	10	84	1,535·06	30	277	77	384	2,160·71	24	341	138	503	483·74	12	30	12	54

(*a*) Includes the Patná-Gya, Dildárnagar-Ghazipur, Sindia, and Tárakeshwar Railways.
(*b*) Included in East Indian Railway.
(*c*) Includes His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar Railway.
(*d*) Includes the Bellary-Kistna State Railway.
(*e*) Included with South Indian Railway.
(*f*) Included with Great Indian Peninsula Railway.
(*g*) Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes Colliery Establishment.
(*i*) Included with Rohilkhand-Kumaun Railway.
(*j*) Includes the figures for the Bengal Central Railway (excluding Agency and Engineering Department) and Assam-Behar Section (excluding Engineering Department).
(*k*) Included with North-Western Railway.
(*l*) Excludes figures for the Bengal Central Railway, which are included with the Eastern Bengal Railway.
(*m*) Includes the Kasni-Umaria Branch.

and East Indian Employés on the Railways open for Traffic in India during the Year ending 31st December 1888.

Department.	Locomotive and Carriage and Waggon Departments, including Steamboat Establishments.																Total.												Mean Mileage Open.	Railways.
East Indians.	Europeans.					East Indians.									Europeans.					East Indians.									
Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by					
	Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		
																														STATE IMPERIAL.
49·00	—	7	—	7	431·00	12	29	—	41	250·00	2	24	2	28	930·00	22	87	12	121	560·00	5	61	6	72	1,706·06	East Indian (*a*).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Patna-Gya (*b*).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Dildárnagar-Gházipur (*b*).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Sindia (*b*).
Rohilkhand Railway.																										Benares Branch.
18·49	—	2	—	1	219·00	2	39	13	54	214·00	5	49	21	75	392·78	3	74	19	96	432·49	8	84	23	115	1,685·53	Rajputana-Malwa (*c*).
15·50	—	4	2	6	42·00	—	11	6	17	174·50	—	27	17	44	86·50	1	18	10	29	232·42	—	61	34	95	191·12	Bengal-Nágpur (*m*).
37·63	1	7	3	11	62·00	1	22	12	35	134·00	—	62	22	84	124·80	1	33	25	59	367·65	3	101	42	146	854·05	Southern Mahratta (*d*).
5·00	—	2	—	2	3·00	—	1	—	1	85·00	—	10	1	11	9·33	—	2	—	2	148·00	—	14	2	16	139·75	Ditto, Mysore Section.
—	—	—	—	—	18·00	—	5	2	7	15·00	—	7	2	9	41·02	—	17	6	23	22·86	—	7	2	9	128·25	Indian Midland.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Villupuram-Dharmavaram, Nellore Branch (*o*).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Dhond-Manmád (*f*).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Bhopal-Itársi (*British Section*) (*f*).
29·08	1	6	4	11	476·75	18	88	17	118	191·75	9	22	6	37	869·00	21	137	42	200	490·00	13	71	27	111	2,440·01	North-Western (*n*).
2·00	—	—	—	—	Included with Eastern Bengal Railway.										4·00	—	—	—	—	2·00	—	—	—	—	125·01	Bengal Central (*g*).
—	—	—	—	—	15·00	—	1	—	1	(*h*)12·00	—	1	—	1	15·00	—	1	—	1	18·00	—	1	—	1	45·00	Wardha Coal.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Toungoo-Mandalay Extension.
																										STATE PROVINCIAL.
—	—	—	—	—	—	—	—	—	—	2·00	—	—	—	—	2·58	—	—	—	—	3·58	—	2	—	2	104·59	Bareilly-Pilibhit (*i*).
9·80	—	2	1	3	122·16	2	35	3	40	59·41	2	15	—	17	286·06	7	80	11	98	205·21	4	73	23	100	795·21	Lucknow-Sitapur-Sihrámau.
—	—	—	—	—	—	—	—	—	—	3·00	—	—	—	—	—	—	—	—	—	2·00	—	—	—	—	27·25	Eastern Bengal (*j*).
4·00	—	1	—	1	14·16	—	1	—	1	22·16	—	1	—	1	24·76	—	10	3	13	57·40	—	21	—	21	262·50	Naihátí.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28·42	Tirhoot.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7·50	Jorhát.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Chorra-Companyganj.
																										Amritsar-Pathánkot (*k*).
30·00	1	2	1	4	24·00	2	7	1	10	40·00	—	4	—	4	81·61	2	13	2	16	350·45	3	38	21	62	364·24	Burma (*o*).
																										GUARANTEED COMPANIES.
122·00	2	10	4	16	92·00	2	6	2	10	460·00	6	50	4	60	216·00	7	25	8	40	1,080·33	15	98	20	133	839·27	Madras.
27·91	—	11	—	11	44·41	1	1	1	3	292·00	4	17	5	26	105·41	1	4	5	10	424·50	7	43	28	78	744·77	South Indian (*p*).
5·00	—	—	—	—	468·00	13	61	—	74	392·00	2	50	—	52	956·00	27	116	2	145	596·00	9	70	2	76	1,501·48	Great Indian Peninsula (*q*).
																										Bombay, Baroda, and Central India (*r*).
4·00	1	1	—	2	83·00	1	9	—	10	40·00	1	2	—	3	150·00	2	17	—	19	126·00	3	8	1	12	460·93	
14·07	—	1	—	1	78·00	—	8	11	19	25·16	1	—	6	7	163·90	—	18	14	32	104·64	1	15	9	25	692·45	Oudh and Rohilkhand (*s*).
																										ASSISTED COMPANIES.
1·00	—	—	—	—	13·60	—	1	1	2	3·00	—	—	—	—	26·55	1	7	1	9	4·29	—	1	—	1	51·00	Darjeeling-Himalayan.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Tárakeshwar (*t*).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Deoghur (*u*).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	78·00	Dibru-Sadiya.
1·00	1	—	—	1	31·00	1	7	2	10	15·00	—	—	—	—	63·00	1	16	3	20	56·00	—	17	4	21	376·00	Bengal and North-Western.
1·00	—	—	—	—	5·00	1	—	—	1	—	—	—	—	—	11·00	1	1	—	2	4·00	—	1	—	1	103·00	Rohilkhand-Kumaun (*v*).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0·88	—	1	—	1	1·00	—	—	—	—	8·00	Thatón-Duyinzáik.
																										FOREIGN.
South Indian Railway.					—	—	—	—	—	—	—	—	9	54	—	—	—	15	—	—	—	—	—	—	—	Pondicherry.
																										West of India Portuguese (*w*).
																										NATIVE STATES.
15·00	—	1	—	1	34·00	—	14	15	29	62·00	—	9	45	54	58·00	—	17	15	32	160·00	—	26	55	81	290·05	His Highness the Nizam's Guaranteed.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Khámmon. (*w*)
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Amároti. (*w*)
—	—	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	58·85	His Highness the Gaekwar's.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	His Highness the Gaekwar's Viramgam-Mehsana-Vadnagar (*x*).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Bhopal-Itársi (*Native State Service*) (*w*).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Bhávnagar-Gondal-Junagarh-Porbandar.
2·59	—	—	—	—	23·00	—	5	—	5	6·00	—	1	—	1	29·00	—	6	—	6	20·50	—	1	—	1	198·30	
—	—	—	—	—	2·00	—	—	—	—	—	—	—	—	—	5·00	—	—	—	—	1·00	—	—	—	—	68·00	Morvi.
—	—	—	—	—	—	—	—	—	—	1·00	—	—	—	—	1·00	—	—	—	—	1·00	—	—	—	—	124·00	Jodhpore.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Rájpura-Bhátinda (*y*).
419·01	6	57	15	78	2,297·08	51	351	86	488	2,358·97	32	351	131	514	4,711·74	97	690	178	974	5,521·34	66	819	394	1,179	14,373·46 (*z*)	Total for all Railways.

(*a*) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(*o*) Includes the Toungoo-Mandalay Extension.
(*p*) Includes Villupuram-Dharmavaram, Nellore Branch, and Pondicherry Railway.
(*q*) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itársi State Railways.
(*r*) Includes the Patri Branch.
(*s*) Includes the Benares Branch.
(*t*) Included with East Indian Railway.
(*u*) Information not furnished.
(*v*) Includes the Bareilly-Pilibhit State Railway
(*w*) Included with Great Indian Peninsula Railway.
(*x*) Included with Rajputana-Malwa Railway
(*y*) Included with North-Western Railway.
(*z*) Excludes mileage of the Bengal Central Railway, which is included with the Eastern Bengal Railway.

Native drivers and shunters.

3. The following is a comparative statement of the average number of Natives employed as drivers and shunters on the several Railways during the years 1887 and 1888. The number employed in 1888 shows an increase of 90 over the previous year :—

Railways.	Drivers.		Shunters.		Total.	
	1887.	1888.	1887.	1888.	1887.	1888.
STATE IMPERIAL.						
East Indian	108	109	118	120	226	229
Rajputana-Malwa	33	36	50	49	83	85
Bengal-Nágpur (*a*)	6	2	6	5	12	7
Southern Mahratta Ditto Mysore Section.	8	10	13	12	21	22
Indian Midland	Nil	6	Nil	1	Nil	7
North-Western	115	117	89	98	204	215
Wardha Coal	Nil	Nil	1	1	1	1
Total	270	280	277	286	547	566
STATE PROVINCIAL.						
Eastern Bengal Railways	31	33	31	32	62	65
Nalhâti	2	2	1	1	3	3
Tirhoot	14	14	9	10	23	24
Jorhât	3	3	Nil	Nil	3	3
Cherra-Companyganj	2	3	Nil	Nil	2	3
Burma	22	24	10	12	32	36
Total	74	79	51	55	125	134
GUARANTEED COMPANIES.						
Madras	12	13	8	9	20	22
South Indian	28	35	16	13	44	48
Great Indian Peninsula	133	156	Nil	Nil	133	156
Bombay, Baroda, and Central India (*b*)	44	46	18	19	62	65
Oudh and Rohilkhand	46	60	50	53	96	113
Total	263	310	92	94	355	404
ASSISTED COMPANIES.						
Darjeeling-Himalayan	1	1	Nil	Nil	1	1
Deoghur	2	2	Nil	Nil	2	2
Dibru-Sadiya	5	6	Nil	1	5	7
Bengal and North-Western	13	14	7	10	20	24
Rohilkhand-Kumaun	3	4	Nil	Nil	3	4
Thatôn-Duyinzáik	2	2	Nil	Nil	2	2
Total	26	29	7	11	33	40
NATIVE STATES.						
His Highness the Nizam's Guaranteed	(*c*)5	8	3	4	8	12
His Highness the Gaekwar's	2	2	Nil	1	2	3
Bhávnagar-Gondal-Junágarh-Porbandar	Nil	1	3	2	3	3
Morvi	7	5	Nil	2	7	7
Jodhpore	3	4	Nil	Nil	3	4
Total	17	20	6	9	23	29
TOTAL FOR ALL RAILWAYS	650	718	433	455	1,083	1,173

(*a*) Includes the Kutni-Umaria Branch. (*b*) Includes the Patri Branch.

(*c*) Figure corrected by line authorities.

4. The following statement gives the number of depositors in the State Railway Provident Fund Institutions, and the sums at their credit on the 31st December 1888:— Provident Institutions

State Railway.	Number of Staff depositing.	No. of Depositors.		Amount at Credit on the 31st December 1888.				Remarks.
		Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	Total.	
STATE IMPERIAL.				Rs.	Rs.	Rs.	Rs.	
Rajputana-Malwa	3,010	119	2,966	30,823	2,69,070	2,27,806	5,27,699	
Bengal-Nágpur	268	74	243	666	18,640	12,119	31,425	Includes the Katni-Umaria Branch.
Southern Mahratta Ditto Mysore Section	1,941	—	1,941	—	91,668	17,163	1,08,831	
Indian Midland	—	—	—	—	—	—	—	This Railway has no Provident Fund.
North-Western	4,882	220	4,860	40,376	6,70,484	2,93,322	10,04,182	
Wardha Coal	48	1	48	333	8,223	4,691	13,257	
Total	10,149	414	10,058	72,203	10,58,090	5,55,101	16,85,394	
STATE PROVINCIAL.								
Eastern Bengal	2,760	28	2,760	2,420	1,59,044	1,12,968	2,74,432	
Nalhátí	27	1	27	319	1,003	673	1,995	
Tirhoot	396	24	396	4,654	39,198	22,612	66,464	
Jorhát	20	1	19	161	932	348	1,441	
Cherra-Companyganj	—	—	—	—	—	—	—	This Railway has no Provident Fund.
Burma	850	159	792	4,646	50,319	31,822	86,787	
Total	4,053	213	3,994	12,200	2,50,496	1,68,423	4,31,119	

5. The following abstract gives the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1889. The total enrolled strength, 8,205, represents 80 per cent. of the European and East Indian employés of the Railways concerned:— Railway Volunteer Corps.

Corps.	Enrolled strength.	Efficients.				Non-Efficients.	Sergeant Instructors, 1st and 2nd Class.	Drill Instructors.	Head Quarters.	Remarks.
		Officers.	Non-commissioned Officers.	Volunteers.	Total.					
East Indian Railway	1,172	50	140	942	1,132	40	15*	Nil	Jamálpur.	* Includes 1 armourer sergeant.
Rajputana-Malwa State Railway—2nd Battalion, Bombay, Baroda and Central India Railway Volunteer Rifle Corps.	†805	27	81	605	713	30	10	Nil	Ajmere.	† Includes 62 cadets not yet exercised.
Bengal-Nágpur Railway	494	13	20	330	363	131	3	1	Nágpur.	

Railway Volunteer Corps—*cont.*

Corps	Enrolled strength.	Efficients.				Non-Efficients.	Sergeant Instructors, 1st and 2nd Class.	Drill Instructors.	Head Quarters.	Remarks.
		Officers.	Non-commissioned Officers.	Volunteers.	Total.					
Southern Mahratta Railway. / Southern Mahratta Railway—Mysore Section.	390	—	-	—	—	...	2	Nil	Hubli.	The information regarding the number of efficients and non-efficients has not been furnished owing to an extension of the drill season to 31st May 1889.
North-Western Railway, 3rd Punjab (North-Western Railway) Volunteer Rifles.	1,000	41	103	823	967	33	10	1	Lahore.	
Oudh and Rohilkhand Railway—Oudh Volunteer Rifles, "C" and "D" Companies.	70	5	9	56	70	—	Nil.	Nil	Lucknow and Fyzabad.	
Oudh and Rohilkhand Railway—Rohilkhand Volunteer Rifles.	64	2	4	54	60	4	Nil.	Nil	Bareilly	
Oudh and Rohilkhand Railway — Ghazipur Volunteer Rifles.	8	—	—	4	4	4	Nil.	Nil	Benares.	
Wardha Coal State Railway—Nagpur Volunteer Rifles, "C" Company.	53	3	5	45	53	—	1	Nil	Warora.	
Eastern Bengal State Railway.	282	8	26	234	268	14	2	Nil	Scaldah.	
Tirhoot State Railway -	54	1	7	46	54	—	1	Nil	Samastipur.	
Burma State Railway -	558	14	47	408	469	89	7	3	Rangoon.	
Madras Railway -	836	22	93	701	816	20	8	Nil	Perambúr.	
South Indian Railway -	605	13	66	331	410	195	7	Nil	Negapatam.	
Great Indian Peninsula Railway.	1,057	31	129	841	1,001	56	9	1	Bombay.	
Bombay, Baroda, and Central India Railway—1st Battalion Bombay, Baroda, and Central India Railway Volunteer Rifles.	408	18	62	269	349	59	6	1	Do.	
Darjeeling - Himalayan Railway — Northern Bengal Volunteer Rifles, "A" and "B" Companies.	14	—	1	13	14	—	Nil	Nil	Kurseong and Darjeeling.	There is no separate Railway Corps, the men are attached to "A" and "B" Companies of the Northern Bengal Volunteer Rifles.
Bengal and North-Western Railway—Gházipur Volunteer Rifles (Gorakhpur and Sonepore Detachments).	73	4	5	64	73	—	1	Nil	Gorakhpur.	
Bengal and North-Western Railway — Oudh Volunteer Rifles, "G" Company.	13	1	1	11	13	—	1	Nil	Gonda.	
Bengal and North-Western Railway—Gorakhpur Light Horse.	5	1	—	4	5	—	Nil.	Nil	Gorakhpur.	
Rohilkhand - Kumaun, Railway—Rohilkhand Volunteer Rifles.	7	1	1	5	7	—	Nil.	Nil	Bareilly.	
His Highness the Nizam's Guaranteed State Railway — Hyderabad Volunteer Rifles, "B" and "C" Companies.	179	4	21	146	171	8	1	Nil	Secunderabad.	
Bhávnagar - Gondal - Junagarh - Porbandar State Railway — 1st Battalion, Bombay, Baroda, and Central India Railway Volunteer Rifles, "F" Company.	49	3	6	29	38	11	1	Nil	Ghadechi.	
Morvi State Railway—(incorporated with the Bombay, Baroda, and Central India Railway Volunteer Rifle Corps, "E" Company).	9	—	1	8	9	—	Nil	Nil	Ahmedabad.	
Total -	8,205	262	828	5,969	7,059	694	85	7	—	

6. The statement given below shows the strength and cost of police on the various open lines of railway and the amount of compensation payments made on account of thefts during the year 1888:— Police.

STATEMENT showing the STRENGTH and COST of POLICE on the Open Lines of Railway in India, and the Amount of Compensation Payments due to Thefts, for the year 1888.

Railways.	Subordinate Officers.	Constables and Men.	Salaries and fixed Allowances of Officers.	Office Expenses and Travelling Allowances.	Salaries of Subordinate Officers and Men.	Total Cost of Force per Annum.	Cost of Force per Mile of Railway.	Compensation Payments due to Theft or Carelessness of Police.	Compensation Payments per Mile of Railway.	Length of Railway open for Traffic.
STATE IMPERIAL.	No.	No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Miles.
East Indian (a)	114	339	20,433	20,770	87,273	1,28,476	76·47	2,935	1·75	1,680
Rajputana-Malwa (b)	119	586	26,030	19,640	90,088	1,35,758	80·23	2,596	1·53	1,692·15
Bengal-Nagpur	2	73	2,239	502	4,982	7,723	41·08	—	—	188
Southern Mahratta	43	215	7,500	2,131	24,446	62,077	60·95	2,930	3·43	854·33
Indian Midland	2	26	227	38	1,114	1,379	10·75	—	—	128·25
North-Western	173	1,309	20,194	18,892	1,92,062	2,31,148	96·15	1,071	0·45	2,404
Wardha Coal (c)	1	27	720	78	2,418	(d) 3,138	69·73	—	—	45
STATE PROVINCIAL.										
Lucknow-Sitapur-Sihráman	—	30	—	—	2,376	2,376	22·38	—	—	150
Eastern Bengal (e)	68	192	10,800	9,626	46,656	67,082	87·12	443	0·58	770
Nálháti	1	2	—	67	432	499	18·31	—	—	27·25
Tirhoot	—	49	—	192	3,840	4,032	14·77	586	2·15	273
Jorhát	—	(f) 12	—	—	—	—	—	—	—	30·60
Cherra-Companyganj (g)	—	—	—	—	—	—	—	—	—	7·50
Burma	13	71	—	—	(h) 17,598	17,598	53·82	—	—	(i) 327
GUARANTEED COMPANIES.										
Madras	9	309	3,720	2,695	36,307	42,722	50·90	3,217	3·83	839·27
South Indian (j)	—	—	—	—	—	—	—	—	—	736·77
Great Indian Peninsula (k)	17	883	16,590	770	1,36,539	1,69,472	112·76	2,152	1·43	1,503·75
Bombay, Baroda, and Central India (m)	51	381	17,995	14,802	53,939	86,736	166·80	90	0·17	520
Oudh and Rohilkhand	4	369	—	2,268	30,244	32,512	46·98	588	0·85	692
ASSISTED COMPANIES.										
Darjeeling-Himalayan (n)	—	—	—	—	—	—	—	—	—	51
Dibru-Sadiya (n)	—	—	—	—	—	—	—	—	—	78
Bengal and North-Western	3	42	—	(o) 875	(o) 5,362	(o) 6,237	16·59	1,259	3·35	376
Rohilkhand-Kumaun (p)	3	11	—	560	2,124	2,684	29·49	—	—	91
Thaton-Duyinzaik	—	5	—	—	720	720	90	—	—	8
NATIVE STATES.										
His Highness the Nizam's Guaranteed	25	146	6,312		18,792	25,104	86·56	68	0·03	290·05
Bhávnagar-Gondal-Junágarh-Porbandar	20	90	2,110	2,920	11,186	16,216	81·78	394	1·99	198·30
Morvi	1	22	600	360	2,160	3,120	45·88	907	13·34	68
Jodhpore (q)	—	—	—	—	—	—	—	—	—	124

(a) Includes branch lines worked.
(b) Includes His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar Railway.
(c) Includes both "Law and Order" and "Watch and Ward."
(d) Represents actual amount disbursed.
(e) Includes the Northern-Bengal, Kaunia-Dharila, Dacca, and Bengal Central Railways, but excludes the Assam-Behar Railway, for which no railway police has yet been sanctioned.
(f) These 12 constables are under the direct control of the District Superintendent of Police, Sibsagar, and their cost is defrayed by the Police Department.
(g) No separate railway police entertained.
(h) Includes Rs. 966 for clothing.
(i) Excludes suburban lines.
(j) No separate police force maintained, the duties being performed by the Government police paid by the State.
(k) Includes State branches worked.
(l) Includes Rs. 15,573 on account of contingencies, &c. and pension charges.
(m) Includes the Patri branch, and His Highness the Gaekwar's Railway.
(n) No separate railway police entertained.
(o) Estimated cost.
(p) Includes the Bareilly-Pilibhit State Railway.
(q) No separate police force entertained. The general police force of the Durbar perform the duty.
* Includes Rs. 2,500 for contingent expenses and house rent.

CHAPTER XI.

Rolling Stock (Revenue).

The following statements show, respectively, the average number of locomotives employed on the principal Railways and the average work obtained from each during the two halves of 1888; also the number of engines and vehicles used in conveying traffic, with the number of miles travelled by trains, during the year ended 31st December 1888:—

Railways.	Average Number of Locomotives.		Total Engine Mileage.		Average Mileage per Engine.		Average Mileage per engine per diem.	
	Half-year ending 30th June 1888.	Half-year ending 31st December 1888.	Half-year ending 30th June 1888.	Half-year ending 31stDecember 1888.	Half-year ending 30th June 1888.	Half-year ending 31st December 1888.	Half-year ending 30th June 1888.	Half-year ending 31st December 1888.
5′ 6″ Gauge.								
State Imperial.								
East Indian (*a*)	576	576	5,335,564	4,723,777	9,263	8,201	59·90	44·57
Bengal-Nágpur (*b*)	4	32	19,895	85,941	4,974	2,865	27·33	46·29
Indian Midland	14	17	99,888	70,620	7,135	4,154	39·20	22.58
North-Western (*c*)	525	540	4,164,723	4,101,227	7,933	7,595	43·59	41·28
State Provincial.								
Eastern Bengal (*d*)	89	87	1,009,395	1,181,805	11,342	13,584	62·31	73·82
Guaranteed Companies.								
Madras	156	151	1,393,476	1,407,113	8,933	9,319	49·08	50·65
Great Indian Peninsula (*e*)	560	560	5,826,874	4,489,043	10,405	8,016	57·17	43·57
Bombay, Baroda, and Central India	123	123	1,355,065	1,175,128	11,017	9,554	60·53	51·92
Oudh and Rohilkhand	(*f*) 159	(*g*) 156	1,383,543	1,170,347	8,926	7,551	49·04	41·04
Native States.								
His Highness the Nizam's Guaranteed	(*h*) 19	(*i*) 27	239,535	264,508	12,347	9,654	67·84	52·47
Metre Gauge.								
State Imperial.			(*j*)	(*j*)				
Rajputana-Malwa	415	415	3,540,283	3,227,150	8,531	7,776	6·87	42·26
Bengal-Nágpur	27	27	360,302	174,916	13,345	6,478	73·32	43·48
Southern Mahratta	91	96	924,744	873,488	10,162	9,099	55·83	49·45
North-Western	11	4	18,763	—	1,706	—	9·37	—
State Provincial.								
Eastern Bengal Railways	60	61	598,160	644,835	9,969	10,571	54·77	57·45
Tirhoot	41	45	441,908	339,073	10,778	7,535	59·22	40·95
Burma	60	74	664,149	629,615	11,069	8,508	60·82	46·24
Guaranteed Companies.								
South Indian	124	124	1,191,636	1,203,287	9,610	9,704	52·80	52·74
Assisted Companies.								
Bengal and North-Western	60	60	476,180	368,470	7,936	6,141	43·60	33·38
Native States.								
Bhávnagar-Gondal-Junágarh-Porbandar	25	25	222,989	180,999	8,920	7,240	49·01	39·35

(*a*) Includes the Patna-Gya, Dildárnagar-Gházipur, Sindia, and Tárakeshwar Railways.
(*b*) Includes the Katni-Umaria Branch.
(*c*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*d*) Includes the Bengal Central Railway.
(*e*) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itársi State Railways.
(*f*) Calculations based on 155 locomotives, excluding 3 tank engines and 1 inspection engine.
(*g*) Calculations based on 155 locomotives, excluding 1 inspection engine.
(*h*) Calculations based on 19·4 locomotives.
(*i*) Calculations based on 27·4 locomotives.
(*j*) Includes the mileage run on His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar Railway.

STATEMENT showing the NUMBER of ENGINES and VEHICLES used in conveying TRAFFIC and the NUMBER of MILES travelled by TRAINS during the Year ending 31st December 1888.

STATEMENT showing the NUMBER of ENGINES and VEHICLES used in conveying TRAFFIC and

Railways.	Number of Engines and Vehicles used in conveying						
	Engines.	Carriages.					
		First Class.	Second Class.	Third or Intermediate Class.	Lowest Class (Third or Fourth).	Composite.	Total Number.
STATE IMPERIAL.							
East Indian (*a*)	576	91	105	61	739	30	1,026
Patna-Gya	—	—	—	—	—	Worked by East	
Dildárnagar-Gházipur							
Sindia							
Benares Branch	—	—	—	—	—	Worked by Oudh	
Rajputana-Malwa	415	132	95	50	766	78	1,121
Bengal-Nágpur (*b*)	64	6	2	10	78	29	125
Southern Mahratta (*c*)	144	18	23	—	259	23	323
„ Mysore Section	42	14	6	—	73	1	94
Indian Midland	46	8	8	—	81	30	127
Villupuram-Dharmavaram, Nellore Branch	10	—	—	—	30	5	35
Dhond-Manmád	—	—	—	—	—	Worked by Great	
Bhopal-Itársi (*British Section*)	—	—	—	—	—	Worked by Great	
North-Western (*d*)	607	(*e*) 118	(*f*) 92	58	(*g*) 777	137	1,182
Bengal Central (*h*)	—	—	—	—	—	Worked by Eastern	
Wardha Coal	7	2	—	3	5	3	13
Toungoo-Mandalay Extension	—	—	—	—	—	Included with Burma	
Total	1,911	389	331	182	2,808	3	4,046
STATE PROVINCIAL.							
Bareilly-Pilibhit	—	—	—	—		Worked by Rohilkhand	
Lucknow-Sitapur-Sihrámau	13	—	(*i*) 11	3	(*j*) 43	—	57
Eastern Bengal	164	62	22	30	341	75	530
Nalháti	6	2	1	—	5	2	10
Tirhoot	45	22	10	—	89	13	134
Jorhát	5	2	—	—	8	1	11
Cherra-Companyganj	4	—	—	—	—	4	4
Amritsar-Pathánkot	—	—	—	—	—	Worked by North	
Burma (*k*)	97	33	33	—	293	25	384
Total	334	121	77	33	779	120	1,180
GUARANTEED COMPANIES.							
Madras	151	39	72	—	327	33	471
South Indian	124	20	27	27	321	26	421
Great Indian Peninsula (*l*)	560	87	150	—	553	73	863
Bombay, Baroda, and Central India (*m*)	123	25	42	23	231	21	347
Oudh and Rohilkhand	156	—	(*n*) 66	36	270	2	374
Total	1,114	171	357	91	1,702	155	2,476
Carried over	3,359	681	765	356	5,289	611	7,702

(*a*) Includes the Patna-Gya, Dildárnagar-Gházipur, Sindia, and Tárakeshwar Railways.
(*b*) Includes the Katni-Umaria Branch.
(*c*) Includes the late Bellary-Kistna State Railway.
(*d*) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(*e*) Includes 12 state saloons and 42 inspection carriages.
(*f*) Includes 13 postal vans.
(*g*) Includes 3 attendants' carriages.

the NUMBER of MILES travelled by TRAINS during the Year ending 31st December 1888.

Traffic.			No. of Train-Miles run.					Railways.
Miscellaneous Coaching Vehicles (excluding Brakes).	Goods Vehicles of all descriptions (excluding Brakes).	Brake Vans.	Passenger.	Goods.	Mixed.	Total Passenger and Goods.	No. of Train-Miles per open Mile.	
								STATE IMPERIAL.
183	8,952	341	3,598,352	5,026,068	2,939,215	8,624,420	5,055·17	East Indian (*a*).
Indian Railway		—	—	—	—	—	—	Patna-Gya. Dildárnagar-Gházipur. Sindia.
and Rohilkand Railway.			—	—	—	—	—	Benares Branch.
160	7,258	279	2,083,725	3,979,844	2,243,827	6,063,569	3,643·05	Rajputana-Malwa.
7	1,766	61	121,481	647,318	216,698	768,799	4,022·60	Bengal-Nágpur. (*b*)
39	2,783	95	712,944	951,241	599,260	1,664,185	1,948·58	Southern Mahratta. (*c*)
9	446	9	63,883	111,579	111,026	175,462	1,255·54	„ Mysore Section.
32	842	52	51,951	107,930	93,996	159,881	1,246·64	Indian Midland.
5	212	8	84,865	64,415	117,751	149,280	1,803·55	Villupuram-Dharmavaram, Nellore Branch.
Indian Peninsula Railway.			—	—	—	—	—	Dhond-Manmád.
Indian Peninsula Railway.			—	—	—	—	—	Bhopal-Itársi (*British Section*).
223	9,944	472	2,375,451	5,008,425	2,921,010	7,383,876	3,026·16	North-Western. (*d*)
Bengal Railway.		—	182,567	118,585	240,612	301,152	2,409·02	Bengal Central. (*h*)
—	405	7	18,281	66,915	66,880	85,196	1,893·24	Wurdha Coal.
State Railway.		—	—	—	—	—	—	Toungoo-Mandalay Extension.
658	32,608	1,324	9,293,500	16,082,320	9,549,275	25,375,820	3,440·11	Total.
								STATE PROVINCIAL.
Kumaun Railway.		—	11,887	15,503	26,352	27,390	760·83	Bareilly-Pilibhit.
1	263	12	81,697	68,896	142,104	150,593	1,439·84	Lucknow-Sitapur-Sihrámáu.
105	3,208	111	1,117,948	1,419,079	1,116,232	2,537,027	3,786·04	Eastern Bengal.
—	24	2	25,335	23,316	39,894	48,651	1,785·36	Nalháti.
16	889	31	288,176	339,083	319,845	627,259	2,389·56	Tirhoot.
—	70	1	7,585	15,751	19,523	23,336	821·11	Jorhát.
—	120	—	2,479	10,206	9,999	12,685	1,691·33	Cherra-Companyganj.
Western Railway.		—	—	—	—	—	—	Amritsar-Pathánkot.
28	2,181	112	547,928	528,075	421,752	1,076,003	2,954·10	Burma. (*k*)
150	6,755	269	2,083,035	2,419,909	2,095,701	4,502,944	3,000·76	Total.
								GUARANTEED COMPANIES.
100	2,812	146	1,054,687	1,336,349	835,660	2,391,036	2,848·98	Madras.
43	2,166	91	881,131	1,168,482	842,922	2,049,613	3,096·09	South Indian.
152	7,783	586	3,029,711	6,172,372	701,154	9,202,083	6,128·72	Great Indian Peninsula. (*l*)
38	3,604	84	1,249,951	1,083,622	88,249	2,333,573	5,061·98	Bombay, Baroda, and Central India. (*m*)
27	4,377	120	950,348	1,107,896	1,059,895	2,058,244	2,972·36	Oudh and Rohilkhand.
360	20,749	1,027	7,165,828	10,868,721	3,527,880	18,034,549	4,338·98	Total.
1,168	60,112	2,620	18,542,363	29,370,950	15,172,856	47,913,313	—	Carried forward.

(*h*) Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.
(*i*) Ten upper class carriages and one family carriage.
(*j*) Lower class.
(*k*) Includes the Toungoo-Mandalay Extension.
(*l*) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itársi State Railways.
(*m*) Includes the Pátri Branch.
(*n*) 62 upper class and 4 officers' carriages.

STATEMENT showing the NUMBER of ENGINES and VEHICLES used in conveying TRAFFIC and the

Railways.	Number of Engines and Vehicles used in conveying						
	Engines.	Carriages.					
		First Class.	Second Class.	Third or Intermediate Class.	Lowest Class (Third or Fourth).	Composite.	Total Number.
Brought forward	3,359	681	765	356	5,289	611	7,702
ASSISTED COMPANIES.							
Darjeeling-Himalayan	12	14	14	—	12	1	41
Tárakeshwar	—	—	—	—	—	Worked by East	
Deoghur	2	—	—	8	—	2	10
Dibru-Sadiya	11	1	—	7	—	5	13
Bengal and North-Western	60	8	—	9	(a) 114	21	152
Rohilkhand-Kumaun	8	13	—	3	26	1	43
Thatón-Duyinzáik	3	2	—	5	—	1	8
Total	96	38	14	32	152	31	267
FOREIGN.							
Pondicherry	—	—	—	—	—	Worked by South	
West of India Portuguese	—	—	—	—	—	Information not	
Total	—	—	—	—	—	—	—
NATIVE STATES.							
His Highness the Nizam's Guaranteed	30	13	10	—	58	6	87
Khámgaon	—	—	—	—	—	Worked by Great	
Amráoti	—	—	—	—	—	Worked by Great	
His Highness the Gaekwar's	6	—	(b) 8	—	(c) 22	—	30
His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar.	—	—	—	—	—	Worked by Rajputana-	
Bhopal-Itársi (*Native State Section*)	—	—	—	—	—	Worked by Great	
Bhávnagar-Gondal-Junágarh-Porbandar	25	16	10	—	76	3	105
Morvi	7	—	(d) 7	—	(c) 13	—	20
Jodhpore	5	4	2	—	23	3	32
Rájpura-Bhatinda	—	—	—	—	—	Worked by North	
Total	73	33	37	—	192	12	274
Total for all Railways	3,528	752	816	388	5,633	654	8,243

(a) Includes 6 combined 3rd class and postal vans. (b) Upper class.

NUMBER of MILES travelled by TRAINS during the Year ending 31st December 1888—*concluded.*

Traffic.			No. Train-Miles run.					Railways.
Miscellaneous Coaching Vehicles (excluding Brakes).	Goods Vehicles of all descriptions (excluding Brakes).	Brake Vans.	Passenger.	Goods.	Mixed.	Total Passenger and Goods.	No. of Train-Miles per Open Mile.	
1,168	60,112	2,620	18,542,363	29,370,950	15,172,856	47,913,313	—	Brought forward.
								ASSISTED COMPANIES.
5	105	—	38,612	102,711	—	141,323	2,771·04	Darjeeling-Himalayan.
Indian Railway.		—	—	—	—	—	—	Tárakeshwar.
—	10	2	—	—	—	13,210	2,764·09	Deoghur.
1	376	12	38,116	63,308	57,174	101,424	1,300·31	Dibru-Sadiya.
11	1,150	36	292,264	460,066	583,017	752,330	2,000·88	Bengal and North-Western.
2	183	12	34,456	36,117	58,101	70,573	1,058·33	Rohilkhand-Kumaun.
—	88	1	4,992	4,560	9,552	9,552	1,194·00	Thatón-Duyinzáik.
19	1,862	63	408,440	666,762	707,844	1,088,442	1,861·25	Total.
								FOREIGN.
Indian Railway.		—	—	—	—	—	—	Pondicherry.
furnished.		—	—	—	—	—	—	West of India Portuguese.
—	—	—	—	—	—	—	—	Total.
								NATIVE STATES.
13	631	44	231,369	223,702	262,022	455,071	1,568·94	His Highness the Nizam's Guaranteed.
Indian Peninsula Railway.			—	—	—	—	—	Khámgaon.
Indian Peninsula Railway.			—	—	—	—	—	Amráoti.
—	187	6	33,371	28,388	43,371	61,759	1,050·33	His Highness the Gaekwar's.
Malwa Railway.		—	9,904	11,101	15,234	21,005	995·03	His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar.
Indian Peninsula Railway.			—	—	—	—	—	Bhopal-Itársi (*Native State Section*).
6	628	24	228,646	155,786	151,542	384,432	1,938·64	Bhávnagar-Gondal-Junágarh-Porbandar.
4	93	2	44,048	38,064	49,776	82,112	1,207·52	Morvi.
2	101	4	52,658	50,327	94,430	102,985	830·52	Jodhpore.
Western Railway.			—	—	—	—	—	Rájpura-Bhátinda.
25	1,635	80	599,996	507,368	616,375	1,107,364	1,456·46	Total.
1,212	63,609	2,763	19,550,799	30,545,080	16,497,075	50,109,119	3,484·99	Total for all Railways.

(*c*) Lower class. (*d*) 3 upper class and 4 saloons.

CHAPTER XII.

Flood Damages.

Brief particulars of the principal flood damages on open lines of railway during 1888 are recorded in this chapter :—

Rajputana-Malwa State Railway.

2. Owing to very heavy rains on 3rd July 1888, registering 6 inches in 5½ hours, the whole of the line from mile 385 to 389½ between Ajantí and Ghaspura (Malwa Section) was under water and dangerously cut in many places. Bridge No. 13 was flooded from bank to bank up to the level of the lower booms of the girders, one pair of which were displaced owing to the shock they received from a pair of large water-tanks which were carried away by the current and swept against the girders and through the bridge. Most of the piers were also scoured out badly. The train service was interrupted and the passengers had to be transhipped. The damages were promptly repaired.

North-Western Railway.

3. The rains in the Punjab, though light on the whole, came in heavy bursts, and the interruptions to traffic caused by floods on the North-Western Railway were unusually numerous. In Sind the Indus Valley was fortunately free from serious inundations: the Sind-Sagar was three times blocked for traffic; and traffic was interrupted once on the Bolan Railway and once on the Sind-Pishin.

The Sind-Sagar is, however, a new line, and with the provision of "dips" wherever spills are likely to occur, the liability of breaches taking place will be greatly reduced.

On the 18th, 19th, and 20th September 1888, a severe rainstorm raged in the Saháranpur and surrounding districts, and heavy floods occurred on the railway, causing five breaches in the line and much interruption to traffic.

At mile 165 between Khánewal and Kacha Khuh Stations, the railway was breached on the 21st August 1888 in several isolated places (extending over a distance of half a mile) owing to heavy rain and the overflowing of the Sidhnai Canal. The bank at this point is very low, being only 2 feet above ground level. Instead of introducing a number of small openings in it, it is proposed now to lower formation to the average surface level, and make a boulder road, over which future floods will find their way across the line. Through communication at this break was not restored until the 25th; but, in the meantime, passengers and mails were transhipped and only goods traffic was suspended.

Owing to the great height of the Chenab, the line on each side of Shujabad Station was subjected to a considerable flood on 26th August 1888, and prompt measures had to be taken to prevent the banks being undermined. Communication was maintained with difficulty; the staff-quarters at Shujabad collapsed, and the staff were obliged to seek shelter in goods waggons.

Eastern Bengal State Railway.

4. The Eastern Bengal line was not severely tried by floods during the year, although at one time the water rose considerably between 114 and 116 miles on the Eastern Section, and special precautions had to be observed in running trains. The difficulties at Dámukdia, however, were even greater than usual, and all goods working had to be removed to Kooshtea on the 30th October to the 23rd of November 1888.

The Dámukdia difficulties have caused so much inconvenience during the current and preceding year, that the question of bridging over or tunnelling under the Ganges at that place has received much consideration, and alternate projects for a bridge and a tunnel are now being prepared.

Madras Railway.

5. A cyclone on 31st October 1888 caused three breaches at the 61st mile, South-West line, between Skolinghur and Arcot, owing to the bursting of the Talingay tank. Through traffic was resumed on the 5th November.

A slight washaway occurred at mile 85·2 near Vellore, South-West line, and also in the 202nd mile, North-West line; three slips also happened at Munnal, but these were repaired without interrupting traffic.

South Indian Railway.

6. During this cyclone the Arkónam Branch of the South Indian Railway was breached at mile 65, in consequence of which the traffic was suspended over this portion of the line; the same branch was again breached on 2nd November at 64, 65, and 66 miles. Traffic was resumed on the 5th November 1888.

Bengal and North-Western Railway.

7. On the 9th, 10th, and 11th September 1888, heavy and continuous rain flooded the districts passed by the Bengal and North-Western Railway between Gorakhpur and Bahraich, the rivers being in higher flood than had occurred since the construction of the line.

On the main line the works stood well, but on the Uska Branch the Powa Bridge, seven arches of 20 feet, was partially wrecked, three arches having fallen and two others being damaged; and the Ghonghi Bridge, one span 20 feet, was swept away.

Besides the two breaks at these bridges, the embankment was breached at two other places, and altogether there were four breaks on the Uska Branch between Pharenda Station and Uska Bazar. The rainfall on the Uska Branch was altogether abnormal, 31 inches of rain having been registered near Bridgmanganj Station on the 10th and 11th September 1888. The traffic on this branch, between Pharenda Station and Uska Bazar, was stopped for about a fortnight.

The rebuilding of the Powa Bridge is nearly completed. The Ghonghi Bridge, one span of 20 feet girder, is being replaced by a bridge of seven spans of 40 feet girders.

Jodhpore State Railway.

8. There was no damage from floods on the Jodhpore Line, but traffic was interrupted for three days, owing to the Luni River overflowing the low-level bridge.

CHAPTER XIII.

ACCIDENTS.

The following statement gives the total number of persons killed and injured in connexion with railway working during the year 1888, compared with 1887 :—

	Passengers.						Railway Servants or Servants of Contractors.						Other Persons.								Total all Classes.	
	From Causes beyond their own Control.		From their own Misconduct or want of Caution.		Total.		From Causes beyond their own Control.		From their own Misconduct or want of Caution.		Total.		Whilst passing over Railways at Level Crossings.		Trespassers and Suicides.		Miscellaneous not included in preceding Columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1887*	6	63	41	89	47	152	22	57	139	415	161	472	20	13	190	44	11	11	221	68	429	692
1888	5	37	37	119	42	156	36	104	156	495	192	599	12	11	219	77	17	9	248	97	482	852

* Includes figures of the Darjeeling-Himalayan Railway for the fourth quarter of 1887, omitted from last year's Report, not being then available.

Important Accidents.

The following are brief particulars of some of the more important accidents on the Indian railways during 1888 :—

East Indian Railway.

2. On the 27th September 1888, a down mixed train collided with the dead buffers at Jamalpur Station, owing to the driver running the train at an excessive speed. Four passengers were slightly injured. The driver was prosecuted and fined Rs. 300.

Rajputana-Malwa State Railway.

3. On the 13th February 1888, at Charkhi Dádri Station, an up goods collided with a down goods train, owing to carelessness of the driver of the up train in running through the station against signals. Three railway servants were injured. The driver and fireman were prosecuted, and sentenced to three months' and one month's imprisonment respectively.

On the 9th December 1888, the engine and six waggons of a down goods train were derailed at the facing-points, which were left unlocked, at Kamálganj Station on the Cawnpore-Achnera Section. The accident resulted in the death of a khalasie, and in considerable damage to rolling-stock. Approximate cost of damages Rs. 2,600.

On the 19th December 1888, seven waggons of a goods train were badly derailed, while crossing the Patawli Bridge on the Malwa Section, between Gangrar and Chanderia. The accident was due to the right-hand trailing axle of waggon No. 10,972 breaking in the boss, which had a flaw in the metal. Rolling-stock and permanent-way badly damaged.

Bengal-Nágpur Railway.

4. On the 30th of October 1888 an accident took place at the Damuda River. The temporary bridge, which had been constructed over this river, being damaged by a flood which came down that morning, gave way while a train was crossing it. A heavy "L" class engine, four East Indian Railway waggons, two Bengal-Nágpur Railway waggons, and one brake-van were precipitated into the river. There was fortunately no loss of life. Damage to rolling-stock amounted to Rs. 1,294.

On the 23rd December 1888, owing to excessive speed in driving, a brake-van was derailed at mileage 162; nearly a mile of sleepers was damaged and the road cut up, the damage being estimated at about Rs. 1,000. Traffic was interrupted for a day.

Southern Mahratta Railway.

5. A second-class carriage of an up mixed passenger train was derailed at Gokak Road on 10th December 1888, owing to the top plate of the carriage spring breaking. The plate was flawed and of inferior quality. Considerable damage occurred to rolling-stock and works.

Eastern Bengal State Railway.

6. On the Northern Section, on the 26th January 1888, the engine tender and several waggons of an up goods train were derailed and fell over the side of the Bourah bridge at the 12th mile; one railway servant was killed and three others were injured.

On the 6th August 1888 the up mail train parted near the south points of Sultanpur Station, the engine having separated from the carriages, and the latter ran into the engine at the crossing; eight carriages were derailed, and three of them ran down the embankment. Two third-class passengers and one railway servant were slightly injured, and the damage to the derailed carriages was considerable. The driver is believed to have stopped his engine suddenly prior to the collision.

On the Eastern Section on the 27th February 1888, a collision took place at the 33¼th mile, between a down train and an up train, by which 10 passengers and one railway servant were injured.

On the 5th December 1888 a buffalo was run over by an up passenger train on a curve at mile 100; the engine and five vehicles were derailed. The engine and three of the carriages were much damaged, but no one was hurt. The speed of the train is said to have been 20 miles per hour, and the consequences of the accident were far less serious than might have been expected:

7. On the 24th November 1888, a serious collision took place between an up mixed train and some waggons at Motiharee Station, through carelessness of the station staff, causing death to three railway servants and injury to four others. — Tirhoot State Railway.

8. On the Irrawaddy line, on the 17th November 1888, at Hpoogyee Station, a down goods train collided with an up mixed train, through carelessness of the pointsman. Four passengers were injured. — Burma State Railway.

9. An accident, which might have been attended with serious results, occurred to the South-West line mail train on 24th September 1888 at the 337th mile, when one of the axles of a high-sided open goods waggon broke whilst the train was passing over a 6-feet girder bridge; all the wheels of this waggon were derailed, but the driver brought the train to a stand-still before any further damage occurred. — Madras Railway.

10. On 31st October 1888, Madras and the neighbouring places were visited by a heavy cyclone. The wind was so powerful as to overturn, at about a mile north of Chingleput, the carriages of the mixed train proceeding from Madras to Trichinopoly. No serious injury was sustained by any of the passengers. — South Indian Railway.

11. Four waggons and the centre brake of a goods train were badly derailed and damaged at mile 298·10 (Nágpur Branch) between Nádgaon and Khámkhed on 14th October 1888, owing to the tyre of a waggon breaking. The waggon was dragged off the rails for half a mile when the coupling broke. The tyre was of iron. The permanent-way was considerably damaged and rolling-stock seriously damaged. Estimated cost of damage to rolling-stock Rs. 2,400. — Great Indian Peninsula Railway.

12. Owing to a storm of considerable violence on the night of the 30th April 1888, much damage was done to the line and to station buildings. Two waggons at Richa Road and one at Deoranián were blown off the rails and capsized; in addition 13 miles of the telegraph wire were blown down. The falling of trees on the line delayed the night trains from both ends for about four hours; no damage, however, was done to the permanent-way. — Rohilkhand Kumaun Railway.

13. On the 16th June 1888 one railway servant was killed and three others were injured in consequence of a low-sided truck, blown away by a storm from the Pachpadra Station, having run into a permanent-way gang working at the 57th mile. — Jodhpore State Railway.

Accidents to trains.

14. An abstract of the accidents to trains during 1888 is given below.

Serial No.	Class of Accidents.	Number of Accidents.		During 1888.					
				Number of Passengers and others		Number of Servants		Total.	
		1887.	1888.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains, or parts of passenger trains.	4	7	—	3	—	1	—	4
2	Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	51	47	—	14	3	8	3	22
3	Collisions between goods trains, or parts of goods trains.	59	75	—	2	2	7	2	9
4	Collisions between light engines	6	12	—	—	—	2	—	2
5	Passenger trains, or parts of passenger trains, leaving the rails.	92	105	—	—	—	1	—	1
6	Goods trains, or parts of goods trains, engines, &c., leaving the rails.	295	359	—	—	2	4	2	4
7	Trains or engines travelling in the wrong direction through points.	48	50	—	—	—	2	—	2
8	Trains running into stations or sidings at too high a speed.	5	15	—	4	—	1	—	5
9	Trains running over cattle on the line	1,124	1,221	2	—	—	—	2	—
10	Trains running over obstructions on the line	79	122	1	3	—	—	1	3
11	Trains running through gates at level crossings	50	54	—	—	—	2	—	2
12	The bursting of boilers of engines	—	5	—	—	—	—	—	—
12(a)	The bursting of tubes, &c., of engines	74	77	—	—	—	—	—	—
13	The failure of machinery, springs, &c., of engines	185	231	—	—	—	—	—	—
14	The failure of tyres	11	13	—	—	—	—	—	—
15	The failure of wheels	5	1	—	—	—	—	—	—
16	The failure of axles	35	79	—	1	—	—	—	1
17	The failure of brake apparatus	1	2	—	—	—	—	—	—
18	The failure of couplings	204	180	—	—	—	—	—	—
19	The failure of tunnels, bridges, viaducts, culverts, &c.	1	2	—	—	—	—	—	—
20	Broken rails	26	34	—	—	—	—	—	—
21	The flooding of portions of permanent way	71	79	—	—	—	—	—	—
22	Slips in cuttings or embankments	11	20	—	—	—	—	—	—
23	Fire in trains	159	167	—	—	—	—	—	—
24	Fire at stations or involving injury to bridges or viaducts.	42	47	—	—	—	—	—	—
25	Other accidents	206	248	—	1	3	11	3	12
	Total	(a) 2,844	3,252	(b) 3	(c) 28	10	39	13	67

(a.) Includes figures of the Darjeeling-Himalayan Railway for the fourth quarter of 1887, omitted from last year's Report, not being then available.
(b.) Of these, 1 was not a passenger.
(c.) Of these, 2 were not passengers.

The mean mileage open, train mileage run and number of passengers in millions was 14,379; 50,109,119, and 103½ respectively during 1888 against 13,578; 45,779,096 and 95⅔ respectively during 1887.

The number of train accidents per 1,000 train-miles was 0·06. There were two passengers killed from causes beyond their own control; being an average of one per 51 7/12 millions of passengers travelling; 26 passengers were injured, or an average of one per 4 millions. From the total number killed and injured, *viz.*, 28, it would appear that an average of 155⅓ millions of miles was travelled for each casualty.

APPENDICES.

A.—Additions to open mileage from 1st April 1888 to 31st March 1889 116

B.—Length of lines sanctioned and open for traffic on 31st March 1889 117–119

C.—Total approximate receipts from 1st January to 30th March 1889, as compared with the corresponding periods of 1887 and 1888 - 120–121

D.—Annual progress made in opening railways from their commencement 122–125

E.—Principal commodities carried, and the receipts therefrom, during the year 1888, as compared with the previous year - - 126–145

APPENDIX A.—ADDITIONS to open MILEAGE from 1st April 1888 to 31st March 1889.

Railway and Section.	Length in Miles.	Date of Opening.	Remarks.
STATE IMPERIAL.			
Bengal-Nágpur :—			
Rájnándgaon to Raipur	42	4th December 1888	Passenger and goods traffic.
Raipur to Biláspur	68	10th January 1889	Goods traffic.
		14th February 1889	Passenger traffic.
Southern Mahratta :—			
Harihar Old to Harihar New Station	1¼	21st February 1889	Passenger and goods traffic.
Mysore :—			
Harihar to Birur	80	21st February 1889	
Indian Midland :—			
Jhánsi to Bhopal	190½	1st January 1889	
Bánda to Mánikpur	62½	15th February 1889	
Jhánsi to Gwalior	60½	1st March 1889	
Beswáda Extension :—			
Hyderabad Frontier to Beswáda	21½	10th February 1889	
North-Western :—			
Ferozepore Cantonment to Ferozepore City Station.	2	1st October 1888	
New Sher Shah Junction to Chenab East Bank	3½	1st January 1889	
Toungoo-Mandalay Extension :—			
Toungoo to Thawati	43¾	1st May 1888	Goods traffic.
		11th July 1888	Passenger traffic.
Thawati to Pyinmana	15¼	1st May 1888	Goods traffic.
		26th September 1888	Passenger traffic.
Pyinmana to Yamathen	49	15th November 1888	Goods traffic.
		1st March 1889	Passenger traffic.
Yamathen to Mandalay	113¾*	1st March 1889	Passenger and goods traffic.
Total	743¼		
STATE PROVINCIAL.			
Tirhoot :—			
Bháptiáhi to Pertabgunge	14	1st October 1888	Goods traffic.
		1st January 1889	Passenger traffic.
Total	14		
NATIVE STATES.			
His Highness the Nizam's Guaranteed :—			
Dornakal to Bóna Kálu	31⅓	5th August 1888	Passenger and goods traffic.
Bóna Kálu to Frontier	23⅓	10th February 1889	
His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar :—			
Vadnagar to Kherálu	6¾	12th December 1888	
Bhávnagar-Gondal-Junágarh-Porbandar :—			
Jetalsar to Junágarh	16¼	1st September 1888	Goods traffic.
Junágarh to Verával	50¼	1st November 1888	Passenger traffic.
		1st February 1889	
Total	128¼		
GRAND TOTAL	885½		

* Includes two miles of shore line.

APPENDIX B.—STATEMENT showing LENGTHS of LINES sanctioned and open for Traffic on the 31st March 1889.

Railways.	Date of First Opening for Traffic.	Gauge.	Length of Line sanctioned at the end of 1887–8.	Sanctioned during the Year 1888–9.	Length of Line sanctioned at the end of 1888–9.	Length opened during 1888–9.	Total Length open on 31st March 1889.	Length laid with Double Line.	Length remaining to be finished.
STATE IMPERIAL.		Ft. In.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles
East Indian	15th Aug. 1854	5 6	1,513¼	—	1,513¼	—	1,513¼	474½	—
Patna-Gya	21st April 1879	5 6	57½	—	57½	—	57½	—	—
Dildárnagar-Gházipur	5th Oct. 1880	5 6	12	—	12	—	12	—	—
Sindia	10th Jan. 1878	5 6	74¾	Included with Indian Midland Railway.					
Benares Branch	22nd Dec. 1862	5 6	6	Included with Oudh and Rohilkhand Railway.					
Rajputana-Malwa	14th Feb. 1873	3 3½	1,667½	8	(a) 1,672½	—	(a) 1,664½	1¼	8
Pátri	12th May 1873	5 6	22½	Included with Bombay, Baroda, and Central India Railway.					
Bengal-Nágpur (b)	6th April 1880	5 6	792	—	(c) 827	110	(d) 293	—	534
Southern Mahratta (e)	24th Mar. 1884	3 3½	763¼	—	(f) 1,041¾	1¼	(f) 854	—	187½
Do. Mysore Section	1st Feb. 1881	3 3½	296½	—	296½	80	219½	—	76½
Indian Midland (g)	1st Apr. 1886	5 6	605⅓	—	679½	303¼	(f) 514½	—	164¾
Villupuram-Dhármavaram (h)	15th Sept. 1887	3 3½	83	301	(f) 383¾	—	(f) 82¾	—	301
Bezváda Extension (i)	10th Feb. 1889	5 6	—	—	21½	21½	21½	—	—
Dhond-Manmád	15th Mar. 1878	5 6	145½	—	145½	—	145½	—	—
Bhopal-Itársi (*British Section*)	—	—	—	—	(j) 13	—	13	—	—
Bellary-Kistna	11th July 1887	3 3½	278	Included with Southern Mahratta Railway.					
Total in the hands of Companies		—	6,315¾	309	6,663	516	5,391	475½	1,272
North-Western	13th May 1861	5 6 / 3 3½(k)	2,410½	2	(l) 2,396½	5½	(f) 2,381½	2¼	15¼
Sind-Pishin, Chaman Extension	—	5 6	27	—	27	—	—	—	27
Oudh and Rohilkhand (m)	23rd Apr. 1867	5 6	—	—	(n) 739¼	—	(n) 692½	—	(o) 47
Bengal Central (g)	16th Oct. 1882	5 6	125	—	(f) 125½	—	(f) 125½	—	—
Wardha Coal	1st Feb. 1874	5 6	46½	—	46½	—	(p) 46½	—	—
Jammu and Kashmir (*British Section*).	—	5 6	—	—	(j) 8¾	—	—	—	8¾
Katni-Umaria	2nd Nov. 1886	5 6	37	Included with Bengal-Nágpur Railway.					
Toungoo-Mandalay Extension	11th July 1888	3 3½	222½	—	(f) 223½	221¾	222	—	1½
Total in the hands of the State	—	—	2,868½	2	3,566¾	227½	3,467¼	2¼	99½
STATE PROVINCIAL.									
Bareilly-Pilibhit	12th Oct. 1884	3 3½	36	—	36	—	36	—	—
Lucknow-Sitapur-Sihrámau	16th Nov. 1886	3 3½	122½	Transferred to "State Provincial" in the hands of the State."					
Total in the hands of Companies	—	—	158½	—	36	—	36	--	—
Eastern Bengal	2nd Jan. 1862	5 6 / 3 3½ / 2 6	764½	9½	(f) 770	—	(f) 673¼	29¼	96¾
Nalháti	21st Dec. 1863	4 0	27½	—	27½	—	27½	—	—
Tirhoot	1st Nov. 1875	3 3½	273	—	(f) 273½	14	273½	—	—
Lucknow-Sitapur-Sihrámau	—	—	—	—	(f) 124	—	(f) 106	—	18
Jorhát	15th Dec. 1884	2 0	30¾	—	30¾	—	30¾	—	—
Cherra-Companyganj	16th June 1886	2 6	15½	—	(f) 15	—	7½	—	7½
Amritsar-Pathánkot	1st Jan. 1884	5 6	64¾	—	64¾	—	64¾	—	—
Burma	2nd May 1877	3 3½	333	2¾	335¾	—	333	—	2¾
Total in the hands of the State	—	—	1,508½	12¼	1,640¾	14	1,515¾	29¼	125
GUARANTEED COMPANIES.									
Madras	1st July 1856	5 6	839¼	—	839¼	—	839¼	42½	—
South Indian	15th July 1861	3 3½	654	—	(f) 654½	—	654½	—	—
Great Indian Peninsula	18th Apr. 1853	5 6	1,288½	--	1,288½	—	1,288½	333¾	—
Bombay, Baroda, and Central India (r)	10th Feb. 1860	5 6	438¾	—	(f) 461	—	(f) 461	60	—
Oudh and Rohilkhand	23rd Apr. 1867	5 6	738	Transferred to "State Imperial in the hands of the State."					
Total	—	—	3,958¼	—	3,243	—	3,243	426¼	—

(a) Difference due to broad gauge line (3 miles) from Agra East bank (junction with the East Indian Railway) to Agra Cantonment having been included in the total open mileage of the metre gauge system.
(b) Includes Katni-Umaria Branch.
(c) Difference due to correction of mileage and abandonment of the Tumsar Branch, 3 miles (metre gauge).
(d) Difference due to the abandonment of the Tumsar Branch, 3 miles.
(e) Includes the Bellary-Kistna Railway, except in column 4.
(f) Correction of mileage.
(g) Includes the Sindia Railway, except in column 4.
(h) Includes the Nellore Branch, formerly called the Cuddapah-Nellore State Railway.
(i) Formerly included with His Highness the Nizam's Guaranteed Railway Company.
(j) These mileages were shown under "Native States" in last year's report.
(k) Ghát Section, Hirokh to Kotal, 10 miles. This is shortly to be substituted by the broad gauge high level line now nearly ready for opening.
(l) Difference due to the closing of the line from Gházi Ghat to Dera Gházi Khan Ferry (4 miles), abandonment of the branch from Chenab east bank to Muzaffarabad (6 miles) and correction of mileage.
(m) Transferred from "Guaranteed Companies." Also includes Benares Branch.
(n) Difference due to 2¼ miles of the Benares Branch having been added to sidings; and to minor corrections of mileage.
(o) In abeyance.
(p) Includes 1½ miles to Pit's mouth.
(q) Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.
(r) Includes Pátri Branch, 22½ miles, transferred from "State Imperial in the hands of Companies," except in column 4.

STATEMENT showing LENGTHS of LINES sanctioned and open for Traffic on the 31st March 1889—*continued.*

Railways.	Date of First Opening for Traffic.	Gauge. Ft.	Gauge. In.	Length of Line sanctioned at the end of 1887-8.	Sanctioned during the Year 1888-9.	Length of Line sanctioned at the end of 1888-9.	Length opened during 1888-9.	Total Length open on 31st March 1889.	Length laid with Double Line.	Length remaining to be finished.
ASSISTED COMPANIES.				Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Darjeeling-Himalayan	23rd Aug. 1880	2	0	51	—	51	—	51	—	—
Tarakeshwar	1st Jan. 1885	5	6	22¼	—	22¼	—	22¼	—	—
Deoghur	23rd Dec. 1882	3	3⅜	4⅜	—	4⅜	—	4⅜	—	—
Dibru-Sadiya	Oct. 1882	3	3⅜	78	—	(a) 77⅞	—	77⅞	—	—
Bengal and North-Western	2nd Apr. 1884	3	3⅜	310	—	(a) 310¼	—	(a) 376¼	—	(b) 134
Rohilkhand-Kumaun	12th Oct. 1884	3	3⅜	55	—	(a) 54½	—	54½	—	—
Delhi-Kalka	11th Feb. 1885	5	6	—	162	162	—	—	—	162
Thatón-Duyinzáik	—	2	6	8	—	8	—	8	—	—
Total Assisted Companies				729	162	890¼	—	594¼	—	296
Foreign States.										
Pondicherry	16th Dec. 1879	3	3⅜	7¾	—	7¾	—	7¾	—	—
West of India Portuguese	17th Jan. 1887	3	3⅜	51	—	51	—	51	—	—
Total	—	—		58¾	—	58¾	—	58¾	—	—
Native States.										
His Highness The Nizam's Guaranteed.	9th Oct. 1874	5	6	509⅓	—	(c) 489¼	55	329¼	—	(b) 160
Khámgaon	4th Mar. 1870	5	6	7⅓	—	7⅓	—	7⅓	—	—
Amráoti	16th Feb. 1871	5	6	5⅓	—	5⅓	—	5⅓	—	—
His Highness the Gaekwar's	8th Apr. 1873	2	6	58⅓	12⅓	71⅓	—	58⅓	—	12⅓
His Highness the Gaekwar's Mehsána Vadnagar.	21st Mar. 1887	3	3⅜	45⅝	37	(d) 64⅝	6¾	27⅓	—	37
His Highness the Gaekwar's Anand-Petlad.	—	5	6	—	22⅓	22⅓	—	—	—	22⅓
Bhopal-Itársi (*Native States Section*) (e)	1st June 1882	5	6	(e) 57	—	(f) 44	—	44	—	—
Total in the hands of Companies				684	72	704½	61¾	472½	—	232
Bhávnagar-Gondal-Junágarh-Porbandar (g)	20th Dec. 1880	3	3⅜	328¾	—	328¾	66½	259¾	—	69
Morvi	11th Mar. 1886	2	6	68	25	93	—	68	—	25
Jodhpore	4th June 1882	3	3⅜	123¾	—	123¾	—	123¾	—	—
Rájpura-Bhatinda	1st Nov. 1884	5	6	15	98	113	—	15¼	—	98
Kolhapur	—	3	3⅜	28¾	—	28¾	—	—	—	28¾
Jammu and Kashmir (*Native States Section*) (h).	—	5	6	24½	—	(a) (i) 16	—	—	—	16
Total in the hands of the State	—	—		588¾	123	703½	66½	466¾	—	236¾

SUMMARY.

State Imperial:—									
In the hands of Companies	—	—	6,315¾	309	6,663	516	5,391	475½	1,272
In the hands of the State	—	—	2,858½	2	3,566¾	227½	3,467½	2¼	99⅓
State Provincial:—									
In the hands of Companies	—	—	158¼	—	36	—	36	—	—
In the hands of the State	—	—	1,508⅝	12¼	1,640¾	14	1,515¾	29¼	125
Guaranteed Companies	—	—	3,958¼	—	3,243	—	3,243	426½	—
Assisted Companies	—	—	729	162	890¼	—	594¼	—	296
Foreign Railways	—	—	58¾	—	58¾	—	58¾	—	—
Native States:—									
In the hands of Companies	—	—	684	72	704½	61¾	472½	—	232
In the hands of the State	—	—	588¾	123	703½	66½	466¾	—	236¾
Total	—	—	16,870	680¼	17,506½ (*)	885½	15,245¼	933¼	2,261¼

* *See* Note * on page 119.

(a) Correction of mileage.
(b) In abeyance.
(c) Correction of mileage and transfer of the line from Frontier to Bezváda (21¾ miles) in British Territory, to "State Imperial in the hands of Companies."
(d) Reduction due to construction of the extension from Visnagar to Vijapur (17 miles), having been deferred for the present, and to correction of mileage.
(e) Of the total length, 13 miles in British territory is the property of the Imperial Government.
(f) 13 miles transferred to "State Imperial in the hands of Companies."
(g) Includes Junágarh-Verával and Dhorájí-Porbandar lines, which were shown separately in 1887-88.
(h) Of the total length, 8¾ miles in British territory is the property of the Imperial Government.
(i) 8¾ miles transferred to "State Imperial in the hands of the State."

	Miles.	Miles.
* Length sanctioned at end of 1887–88 - -	16,870	
Add—		
Mileage sanctioned during 1888–89 - - -	680¼	17,550¼
Deduct—		
Benares Branch. Portion of mileage now treated as sidings - - - - - - - -	2¾	
Bengal-Nágpur Railway. Tumsar Branch closed on the opening of the broad gauge line - - - -	3	
North-Western Railway. Dry weather line from Ghazi Ghât to Dera Ghâzi Khan Ferry closed - - -	4	
North-Western Railway. Old branch line from Muzaffarabad to Chenab east bank closed on the opening of the new branch from Shershah junction - - - -	5	
His Highness the Gaekwár's Viramgam-Mehsána-Vadnagar Railway. Extension from Visnagar to Vijapur deferred for the present - - - - - -	17	
Difference due to small corrections in mileage - -	12	
		43¾
Net total length sanctioned at end of 1888–89		17,506¼
Net total length sanctioned at end of 1887–88		16,870
More mileage at 31st March 1889 -		636¼

APPENDIX C.—STATEMENT showing the TOTAL APPROXIMATE RECEIPTS from 1st January to 30th March 1889, as compared with the corresponding periods of 1887 and 1888.

Railways.	1st January to 2nd April 1887.*	1st January to 31st March 1888.*	1st January to 30th March 1889.
STATE IMPERIAL.	Rs.	Rs.	Rs.
East Indian	1,30,03,848	1,29,30,740	1,18,73,760
Patna-Gya	1,52,629	1,30,191	1,21,312
Dildárnagar-Gházipur	13,071	12,473	11,270
Sindia	1,24,128	1,06,965	(a) 73,385
Benares Branch	(b)	(c)	(c)
Rajputana-Malwa	47,05,925	50,01,254	54,10,425
Bengal-Nágpur (d)	4,72,466	4,74,749	6,87,958
Southern Mahratta (e)	5,81,899	8,40,288	9,31,535
Do. Mysore Section	1,29,477	1,28,198	1,43,897
Indian Midland	57,691	1,66,734	(f) 6,73,817
Villupuram-Dharmavaram, Nellore Branch	—	49,779	66,222
Bezváda Extension	—	—	(g)
Dhond-Manmád	(h)	(h)	(h)
Bhopal-Itársi (*British Section*)	(h)	(h)	(i)
North-Western (j)	53,22,849	63,23,796	60,52,765
Oudh and Rohilkhand (k)	18,00,948	(l) 20,17,744	(l) 17,24,604
Bengal Central (m)	1,46,661	1,66,746	1,74,112
Wardha Coal (n)	2,62,038	2,60,639	2,63,943
Toungoo-Mandalay Extension	—	—	(o)
Total	2,67,73,630	2,86,10,296	2,82,09,005
STATE PROVINCIAL.			
Bareilly-Pilibhit	28,238	24,803	27,556
Eastern Bengal	21,21,246	22,86,822	23,60,269
Nalháti	26,053	29,027	26,437
Tirhoot	4,51,732	5,57,781	4,05,133
Lucknow-Sitapur-Sihrámau	44,202	66,922	75,842
Jorhát	8,410	8,203	12,765
Cherra-Companyganj	695	1,847	1,779
Amritsar-Pathánkot	(p)	(p)	(p)
Burma	12,14,537	11,62,752	(q) 12,55,053
Total	38,95,113	41,38,157	41,64,834
GUARANTEED COMPANIES.			
Madras	20,79,032	21,07,308	20,96,251
South Indian	12,85,696	12,22,231	12,71,094
Great Indian Peninsula	(r) 1,12,68,757	(r) 1,06,72,056	(s) 1,13,63,604
Bombay, Baroda, and Central India (t)	33,51,454	34,76,121	36,47,218
Total	1,79,84,939	1,74,77,716	1,83,78,167
Carried forward	4,86,53,682	5,02,26,169	5,07,52,006

* Corrected by audited figures.

(a) Total receipts from 1st January to 28th February 1889.
(b) Included with East Indian Railway.
(c) Included with Oudh and Rohilkhand Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Bellary-Kistna State Railway.
(f) Includes the receipts of the Sindia Railway from 1st to 30th March 1889 and those of the Bhopál-Itársi Railway from 1st January to 30th March 1889.
(g) Included with His Highness the Nizam's Guaranteed Railway.
(h) Included with Great Indian Peninsula Railway.
(i) Included with Indian Midland Railway.
(j) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(k) The line was acquired by the State on 1st January 1889.
(l) Includes the Benares Branch.
(m) Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.
(n) Includes Colliery.
(o) Included with Burma State Railway.
(p) Included with North-Western Railway.
(q) Includes Toungoo-Mandalay Extension.
(r) Includes Dhond-Mánmad, Khámgaon, Amráoti and Bhopal-Itársi State Railways.
(s) Includes Dhond-Mánmad, Khámgaon, and Amráoti State Railways.
(t) Includes the Pátri Branch.

THE INDIAN RAILWAYS, 1871.

East Indian.

Calcutta to Allahabad; then North-west to Delhi, and South-west to Jubbulpore; also the chord line between Burdwan and Lucknowrai, with a mineral branch to Kurkurbalee.

Nulhatee and Moorshedabad.

A branch from the East Indian main line, belonging to the Oude Railway Company.

Calcutta and Canning. (*State Line.*)

To the harbour in Mutlah river.

Eastern Bengal.

Calcutta to Goalunda. Extension from Kooshtea towards Darjeeling and Assam, surveying.

Oude and Rohilcund.

Cawnpore to Lucknow, Barabunkee (Nawabganj), and Byram Ghat. In progress:—Westward from Lucknow to Moradabad and Delhi Railway, with a branch from Chandewsee to Allygurh; also Eastward from Barabunkee by Akbarpoor to Benares and to Buxar.

Sinde, Punjab, and Delhi.

Delhi to Lahore and Mooltan in the Punjab, and Kotree to Kurrachee in Sinde.

Indus Valley. (*State Line.*)

Mooltan to Kotree, 500 miles. Surveying as far as Rohree.

Northern Punjab. (*State Line.*)

Lahore to Peshawur, 270 miles; in progress as far as Jhelum, 173 miles.

Rajpootana. (*State Line.*)

1. Agra to Jeypore and Ajmere, with a branch to Sambhur Lake, 236 miles; 2. Delhi to Jeypore, 125 miles. Sanctioned.

Bombay, Baroda, and Central India.

Bombay to Ahmedabad. Extension to Wadwan in progress, 77 miles.

Great Indian Peninsula.

1. The North-eastern line from Bombay to Bhusawul and Jubbulpore, and from Bhusawul to Nagpore, with branches to Khangaum and Oomrawuttee; also extensions sanctioned from Nagpore to Raipore, and from Wunda to Hinganghat and Warora. 2. The South-eastern line from Bombay to Raichoor, which is the junction with the Madras line. (*The Kangaum and Oomrawuttee branches are State Lines worked by the G. I. P. Company.*)

Hyderabad. (*Nizam's State Line.*)

Weddy on the Great Indian Peninsula Railway to Hyderabad, 116 miles, sanctioned.

Madras.

1. South-western line to Beypore, with a branch to Bangalore, and another sanctioned to the foot of the Neilgherry mountains, 25 miles; also an extension from Bangalore to Mysore, 100 miles, surveying. 2. North-western line to Raichoor, the junction with the Great Indian Peninsula; with a branch to Bellary.

Carwar and Dharwar. (*State Line.*)

Surveying.

Great Southern.

Negapatam to Erode junction. Extension in progress from Carour to Tuticorin, 250 miles.

Carnatic.

Attamoor Junction to Conjeeveram. Extension to Cuddalore, in progress, 100 miles.

British Burmah. (*State Line.*)

THE INDIAN RAILWAY STATIONS.

Although the Scale of the Map is too small to insert so many names, the positions of all the Stations are delineated.

APPENDIX C.—STATEMENT showing the TOTAL APPROXIMATE RECEIPTS from 1st January to 30th March 1889, as compared with the corresponding periods of 1887 and 1888—(*concluded*).

Railways.	1st January to 2nd April 1887.*	1st January to 31st March 1888.*	1st January to 30th March 1889
	Rs.	Rs.	Rs.
Brought forward - - -	4,86,53,682	5,02,26,169	5,07,52,006
ASSISTED COMPANIES.			
Darjeeling-Himalayan - - - -	(a)	(a)	(a)
Tárakeshwar - - - - -	71,972	75,835	74,233
Deoghur - - - - - -	(a)	(a)	(a)
Dibru-Sadiya - - - - -	95,708	98,020	1,07,086
Bengal and North-Western - - -	4,61,359	5,39,945	4,98,140
Rohilkhand-Kumaun - - - -	66,606	62,609	72,147
Thatón Duyinzaik - - - -	(a)	(a)	(a)
Total - - - - -	6,95,645	7,76,409	7,51,606
FOREIGN.			
Pondicherry - - - - -	(a)	(a)	(a)
West of India Portuguese - - - -	(a)	(a)	(a)
Total - - - - -	—	—	—
NATIVE STATES.			
His Highness the Nizam's Guaranteed - -	3,59,998	4,32,778	(b) 5,59,139
Khámgaon - - - - - -	(c)	(c)	(c)
Amráoti - - - - - -	(c)	(c)	(c)
His Highness the Gaekwar's - - -	39,510	42,858	38,461
His Highness the Gaekwar's Mehsána-Vadnagar -	(d) 651	13,175	12,429
Bhopal-Itársi (*Native States Section*) - -	(c)	(c)	(e)
Bhávnagar-Gondal-Junágarh-Porbandar - -	2,56,745	3,34,593	4,08,936
Morvi - - - - - - -	25,654	35,340	36,842
Jodhpore - - - - - - -	63,794	1,02,555	96,874
Rájpura-Bhatinda - - - - -	(f)	(f)	(f)
Total - - - - -	7,46,352	9,61,299	11,52,681
Total for all Railways - -	5,00,95,679	5,19,63,877	5,26,56,293

(a) Information not furnished.
(b) Includes Bezváda Extension.
(c) Included with Great Indian Peninsula Railway.
(d) Receipts for 13 days from 21st March to 2nd April 1887.
(e) Included with Indian Midland Railway.
(f) Included with North-Western Railway.

APPENDIX D.—STATEMENT showing the ANNUAL PROGRESS made in the LENGTH

Railways.	Length of Line open at																
	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.
STATE IMPERIAL.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
East Indian	—	37½	120½	120½	120½	139½	286½	370½	560½	871½	927	1,098	1,121½	1,121½	1,347	1,347	1,347	1,347
Patna-Gya	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dildárnagar-Gházipur	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sindia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Included with the		
Benares Branch	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Included with the		
Rajputana-Malwa	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bengal-Nágpur (*a*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Southern Mahratta (*b*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Do. Mysore Section	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Indian Midland (*c*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Villupuram - Dharmavaram, Nellore Branch.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bezváda Extension	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dhond-Manmád	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bhopal Itársi (*British Section*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
North-Western	—	—	—	—	—	—	—	—	109½	141½	154½	154½	362½	366	412½	412½	630½	666½
Oudh and Rohilkhand (*d*)	—	—	—	—	—	—	—	—	6	6	6	6	6	6	48	48	48	48
Bengal Central (*e*)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wardha Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Toungoo-Mandalay Extension	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	37½	120½	120½	120½	139½	286½	370½	670½	1,019½	1,087½	1,258½	1,490½	1,493½	1,807½	1,807½	2,025½	2,061½
STATE PROVINCIAL.																		
Bareilly-Pilibhit	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lucknow-Sitapur-Sihrámau	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Eastern Bengal	—	—	—	—	—	—	—	—	—	124½	137½	137½	137½	137½	137½	140	140	140
Nalhátí	—	—	—	—	—	—	—	—	—	—	27½	27½	27½	27½	27½	27½	27½	27½
Tirhoot	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Jorhát	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cherra-Companygan	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Amritsar-Pathánkot	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Burma	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	124½	165	165	165	165	165	167½	167½	167½
GUARANTEED COMPANIES.																		
Madras	—	—	—	65	80½	95½	95½	187	296½	447½	477½	570	609½	643½	645½	675½	735½	783½
South Indian	—	—	—	—	—	—	—	—	46½	82	82	82	100½	145½	169½	185½	185½	185½
Great Indian Peninsula	20½	33½	40½	87½	87½	193½	244½	297	437½	495	552½	585½	701½	815½	852½	873½	873½	1,258½
Bombay, Baroda, and Central India (*g*).	—	—	—	—	—	—	—	35	134	167½	185	305½	305½	305½	305½	306½	307½	312½
Total	20½	33½	40½	152½	167½	289	339½	469	917½	1,191½	1,297½	1,543	1,717½	1,910½	1,964	2,041½	2,102	2,538

(*a*) Includes the Katni-Umaria Branch.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Sindia State Railway opened for traffic on 10th January 1878.
(*d*) Includes the Behares Branch opened for traffic on 22nd December 1862. This line was acquired by the State from the Oudh and Rohilkhand Guaranteed Railway Company on 1st January 1889.

of RAILWAYS open for PUBLIC TRAFFIC in INDIA, since their Commencement.

the end of each Year.																	Railways.
1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	STATE IMPERIAL.
1,407½	1,497½	1,407½	1,497½	1,497½	1,497½	1,497½	1,497½	1,498½	1,498½	1,498½	1,500½	1,503	1,503	1,503½	1,513½	1,513½	1,513½	East Indian.
—	—	—	—	—	—	—	—	57	57	57	57	57	57	57½	57½	57½	57½	Patna-Gya.
—	—	—	—	—	—	—	—	—	12	12	12	12	12	12	12	12	12	Dildárnagar-Gházipur.
Indian Midland Railway.						—	—	—	—	—	—	—	—	—	—	—	—	Sindia.
Oudh and Rohilkhand Railway.						—	—	—	—	—	—	—	—	—	—	—	—	Benares Branch.
—	—	91½	329	465½	536½	536½	632½	751	1,050½	1,254½	1,254½	1,398½	1,663	1,667½	1,667½	1,667½	1,664½	Rajputana-Malwa.
—	—	—	—	—	—	—	—	—	53	98	149	149	149	149	186	186	293	Bengal-Nágpur (*a*).
—	—	—	—	—	—	—	—	—	—	—	—	40½	214	315½	597½	853	854	Southern Mahratta (*b*).
—	—	—	—	—	—	—	—	—	—	58	86	87	140	140	139½	139½	219½	Do. Mysore Section.
—	—	—	—	—	—	—	34	66½	66½	74½	74½	74½	74½	74½	116½	211½	514½	Indian Midland (*c*).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	82½	82½	Villupuram-Dharmavaram, Nellore Branch.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21½	Beyvada Extension.
—	—	—	—	—	—	—	145½	145½	145½	145½	145½	145½	145½	145½	145½	145½	145½	Dhond-Manmád.
—	—	—	—	—	—	—	—	—	—	—	11½	11½	13	13	13	13	13	Bhopal-Itársi (*British Section*).
636½	663½	663½	663½	725½	766½	766½	1,267½	1,267½	1,544½	1,679½	1,732½	1,785½	1,785½	1,792	2,058½	2,384½	2,381½	North-Western.
43	299½	462½	546½	549½	549½	549½	552½	552½	552½	552½	562½	554½	601½	635½	692	692½	692½	Oudh and Rohilkhand (*d*).
—	—	—	—	—	—	—	—	—	—	—	20	114	125½	125½	125½	125½	125½	Bengal Central (*e*).
—	—	—	18½	18½	18½	46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	Wardha Coal.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22½	Toungoo-Mandalay Extension.
2,212	2,460½	2,714½	3,054½	3,256½	3,368½	3,396½	4,176½	4,385½	5,026½	5,477	5,642½	5,979½	6,530½	6,731½	7,371	8,130½	8,858½	Total.
																		STATE PROVINCIAL.
—	—	—	—	—	—	—	—	—	—	—	—	—	36	36	36	36	36	Bareilly-Pilibhít.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	55½	106	106	Lucknow-Sitapur-Sihrámau.
185	185	185	187	186½	187	321½	419	429½	430½	453½	483	504½	529½	606½	606½	676½	673½	Eastern Bengal.
27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	Nalháti.
—	—	—	(*f*)53	45	45	79	79	85	85	85	85	193	227	225½	245½	259½	273½	Tirhoot.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	26½	29½	26½	30½	30½	Jorhát.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7½	7½	7½	Cherra-Companyganj.
—	—	—	—	—	—	—	—	—	—	—	—	—	51	65	65	65	[64½	64½	Amritsar-Pathánkot.
—	—	—	—	—	—	161	161	161	161	161	161	254	254	327	327	333	333	Burma.
212½	212½	212½	267½	258½	259½	588½	686½	702½	703½	726½	756½	1,029½	1,165½	1,316½	1,307½	1,541½	1,551½	Total.
																		GUARANTEED COMPANIES.
830½	830½	858	858	858	858	858	857	857	858	858	861½	860½	860½	860½	838½	838½	839½	Madras.
185½	185½	185½	185½	231½	474½	590½	612½	633	653½	653½	653½	654½	654½	654½	654½	654½	654½	South Indian.
1,273½	1,273½	1,273½	1,273½	1,273½	1,273½	1,280½	1,280½	1,287½	1,288	1,288	1,288	1,288	1,288	1,288	1,288½	1,288½	1,288½	Great Indian Peninsula.
349½	389½	411½	423½	430½	439½	444	444	444	445	445	461	461	461	461	461	461	461	Bombay, Baroda, and Central India (*g*).
2,639	2,683½	2,734	2,750½	2,843½	3,050	3,182	3,194	3,221½	3,243½	3,243½	3,263½	3,264½	3,264½	3,264½	3,232½	3,242	3,245	Total.

(*e*) Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.
(*f*) Opened for famine relief grain traffic only during this year.
(*g*) Includes the Pátri Branch.

APPENDIX D.—STATEMENT showing the ANNUAL PROGRESS made in the LENGTH

Railways.	Length of Line open at																	
	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.
ASSISTED COMPANIES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Darjeeling-Himalayan	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tarakeshwar	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Deoghur	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dibru-Sadiya	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bengal and North-Western	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rohilkhand-Kumaun	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Thatón-Duyinzáik	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
FOREIGN.																		
Pondicherry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
West of India Portuguese	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
NATIVE STATES.																		
His Highness the Nizam's Guaranteed.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Khámgaon	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8
Amráoti	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
His Highness the Gaekwar's	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
His Highness the Gaekwar's Viramgaun - Mahsána - Vadnagar.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bhopal-Itársi (*Native State Section*).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bhávnagar-Gondal - Junágarh-Porbandar.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Morvi	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Jodhpore	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rájpura-Bhatinda	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8
TOTAL FOR ALL RAILWAYS	20½	71	170	272½	288½	428½	626½	839½	1,587½	2,335½	2,550	2,966½	3,372½	3,568½	3,936½	4,016½	4,294½	4,775

of RAILWAYS open for PUBLIC TRAFFIC in INDIA since their Commencement—*concluded.*

the end of each Year.																		Railways.
1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	ASSISTED COMPANIES.
—	—	—	—	—	—	—	—	—	30	50	50	50	51	51	51	51	51	Darjeeling-Himalayan.
—	—	—	—	—	—	—	—	—	—	—	—	—	22	22½	22½	22½	22½	Tarakeshwar.
—	—	—	—	—	—	—	—	—	—	—	4	5½	5½	4	4½	4½	4½	Deoghur.
—	—	—	—	—	—	—	—	—	—	—	15	38½	77½	77½	77½	77½	77½	Dibru-Sadiya.
—	—	—	—	—	—	—	—	—	—	—	—	—	303	303	376½	376½	376½	Bengal and North-Western.
—	—	—	—	—	—	—	—	—	—	—	—	—	54½	54½	54½	54½	54½	Rohilkhand-Kumaun.
—	—	—	—	—	—	—	—	—	—	—	—	—	8	8	8	8	8	Thatón-Duyinzáik.
—	—	—	—	—	—	—	—	—	30	50	69	94	521½	520½	594½	594½	594½	Total.
																		FOREIGN.
—	—	—	—	—	—	—	—	7½	7½	7½	7½	7½	7½	7½	7½	7½	7½	Pondicherry.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41	51	51	West of India Portuguese.
—	—	—	—	—	—	—	—	7½	7½	7½	7½	7½	7½	7½	48½	58½	58½	Total.
																		NATIVE STATES.
—	—	—	121	121	121	121	121	121	121	121	121	121	121	121	204½	274	329½	His Highness the Nizam's Guaranteed.
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7½	7½	7½	Khámgaon.
6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5½	5½	5½	Amráoti.
—	—	20	20	20	20	20	20	40½	56½	60½	60½	58½	58½	58½	58½	58½	58½	His Highness the Gaekwar's.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21	20½	27½	His Highness the Gaekwar's Viramgam-Mehsana-Vadnagar
—	—	—	—	—	—	—	—	—	—	—	—	—	44	44	44	44	44	Bhopal-Itársi (*Native State Section*).
—	—	—	—	—	—	—	—	—	105	192½	192½	193	193	193½	193½	193½	259½	Bhávnagar-Gondal-Junágarh-Porbandar.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	24	68	68	68	Morvi.
—	—	—	—	—	—	—	—	—	—	—	18½	18½	64	64	122½	122½	123½	Jodhpore.
—	—	—	—	—	—	—	—	—	—	—	—	—	16	16	16	15	15½	Rájpura-Bhátinda.
14	14	34	155	155	155	155	155	175½	296½	337½	406½	405½	510½	535	742½	810½	939½	Total.
5,077½	5,370½	5,695	6,227½	6,519	6,833	7,322½	8,212	8,402½	9,308	9,892½	10,145½	10,780½	12,000½	12,375½	13,336	14,377	15,245½	TOTAL FOR ALL RAILWAYS.

APPENDIX E.—STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the

IMPERIAL

Classification Number.	Description of Commodity.	East Indian. (a)				Patna-Gya.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal	1,150,902	1,315,673	59,09,150	63,44,068	—	—	—	—
II.	Cotton, raw	60,916	39,720	14,37,487	8,18,036	—	—	—	—
III.	Cotton, twist and yarn	9,040	8,648	2,23,320	2,18,410	—	—	—	—
IV.	Cotton piece goods	70,713	72,765	21,76,927	22,56,071	—	—	—	—
V.	Drugs and chemicals	4,630	4,583	1,26,323	1,19,424	—	—	—	—
VI.	Dyes and tans	22,028	20,475	4,06,849	3,69,871	—	—	—	—
VII.	Grains	893,937	766,210	58,67,206	49,02,223	—	—	—	—
VIII.	Hides and skins	23,781	23,077	4,75,886	4,61,228	—	—	—	—
IX.	Horns	698	506	11,692	8,955	—	—	—	—
X.	Jute	45,756	64,273	5,01,583	6,32,802	—	—	—	—
XI.	Lac	19,273	15,429	2,66,018	2,13,868	—	—	—	—
XII.	Leather, manufactured	8,079	8,062	1,16,621	1,17,623	—	—	—	—
XIII.	Liquors	7,036	7,244	1,78,019	1,80,502	—	—	—	—
XIV.	Metals	170,059	138,181	25,20,924	18,44,750	—	—	—	—
XV.	Oils	15,744	25,738	2,29,837	3,70,962	—	—	—	—
XVI.	Oil-seeds	385,318	449,867	30,63,093	35,55,572	—	—	—	—
XVII.	Opium	13,591	11,718	3,61,855	2,75,702	Included with East Indian Railway.			
XVIII.	Paper and paste-board	3,506	3,311	74,606	73,801	—	—	—	—
XIX.	Provisions	56,779	58,551	10,59,473	2,96,314	—	—	—	—
XX.	Railway plant and rolling-stock	—	—	—	—	—	—	—	—
XXI.	Salt	233,945	218,774	13,23,461	12,47,424	—	—	—	—
XXII.	Saltpetre	41,796	43,281	4,43,637	4,38,490	—	—	—	—
XXIII.	Silk, raw	1,957	1,135	20,933	21,036	—	—	—	—
XXIV.	Silk piece-goods	276	237	11,133	8,911	—	—	—	—
XXV.	Spices	5,951	11,404	1,00,359	2,26,247	—	—	—	—
XXVI.	Sugar	159,034	168,201	9,16,548	7,90,322	—	—	—	—
XXVII.	Stone and lime	76,113	97,280	3,20,691	4,23,758	—	—	—	—
XXVIII.	Tea	1,573	1,633	32,393	47,589	—	—	—	—
XXIX.	Timber	37,165	35,713	1,62,382	1,25,444	—	—	—	—
XXX.	Tobacco	19,644	25,023	2,15,502	2,70,789	—	—	—	—
XXXI.	Umbrellas	382	377	13,436	11,184	—	—	—	—
XXXII.	Wool	2,405	2,408	76,039	73,872	—	—	—	—
XXXIII.	All other articles of merchandise	154,029	145,488	14,22,611	13,94,513	—	—	—	—
	Total	3,694,808	3,785,585	3,00,66,599	2,88,38,506	—	—	—	—

(a) Includes Patna-Gyá, Dildárnagar-Gházipur, Sindia and Tárakeshwar Railways

RECEIPTS therefrom, on the several RAILWAYS during the Year 1888, as compared with the previous Year.

STATE RAILWAYS.

Dildárnagar-Gházipur.				Sindia.				Rajputana-Malwa.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
—	—	—	—	—	—	—	—	—	—	—	—	I.
—	—	—	—	—	—	—	—	—	—	—	—	II.
—	—	—	—	—	—	—	—	—	—	—	—	III.
—	—	—	—	—	—	—	—	—	—	—	—	IV.
—	—	—	—	—	—	—	—	—	—	—	—	V.
—	—	—	—	—	—	—	—	—	—	—	—	VI.
—	—	—	—	—	—	—	—	—	—	—	—	VII.
—	—	—	—	—	—	—	—	—	—	—	—	VIII.
—	—	—	—	—	—	—	—	—	—	—	—	IX.
—	—	—	—	—	—	—	—	—	—	—	—	X.
—	—	—	—	—	—	—	—	—	—	—	—	XI.
—	—	—	—	—	—	—	—	—	—	—	—	XII.
—	—	—	—	—	—	—	—	—	—	—	—	XIII.
—	—	—	—	—	—	—	—	—	—	—	—	XIV.
—	—	—	—	—	—	—	—	—	—	—	—	XV.
—	—	—	—	—	—	—	—	—	—	—	—	XVI.
Included with East Indian Railway.				Included with East Indian Railway.				Included with Bombay, Baroda, and Central India Railway.				XVII.
—	—	—	—	—	—	—	—	—	—	—	—	XVIII.
—	—	—	—	—	—	—	—	—	—	—	—	XIX.
—	—	—	—	—	—	—	—	—	—	—	—	XX.
—	—	—	—	—	—	—	—	—	—	—	—	XXI.
—	—	—	—	—	—	—	—	—	—	—	—	XXII.
—	—	—	—	—	—	—	—	—	—	—	—	XXIII.
—	—	—	—	—	—	—	—	—	—	—	—	XXIV.
—	—	—	—	—	—	—	—	—	—	—	—	XXV.
—	—	—	—	—	—	—	—	—	—	—	—	XXVI.
—	—	—	—	—	—	—	—	—	—	—	—	XXVII.
—	—	—	—	—	—	—	—	—	—	—	—	XXVIII.
—	—	—	—	—	—	—	—	—	—	—	—	XXIX.
—	—	—	—	—	—	—	—	—	—	—	—	XXX.
—	—	—	—	—	—	—	—	—	—	—	—	XXXI.
—	—	—	—	—	—	—	—	—	—	—	—	XXXII.
—	—	—	—	—	—	—	—	—	—	—	—	XXXIII.
—	—	—	—	—	—	—	—	—	—	—	—	Total.

N.B.—The Benares Branch, Bhopal-Itársi (British Section), Toungoo-Mandalay Extension, and the Foreign Railways have been omitted from this statement.

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS therefrom,

IMPERIAL

Classification Number.	Description of Commodity.	Bengal Nágpur (a).				Southern Mahratta (c).			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal	24,931	48,542	39,609	74,154	431	849	844	1,960
II.	Cotton, raw	273	331	2,329	3,273	30,521	26,567	2,77,035	1,90,627
III.	Cotton, twist and yarn	2,484	2,703	19,242	22,503	—	—	—	—
IV.	Cotton piece goods	1,423	1,717	12,188	15,267	7,261	10,945	69,110	1,13,124
V.	Drugs and chemicals	359	322	3,147	2,834	275	274	2,946	3,317
VI.	Dyes and tans	3,508	3,247	19,089	20,621	2,721	4,086	17,221	23,343
VII.	Grains	122,909	133,203	6,45,227	6,32,654	113,457	154,048	3,33,362	5,41,126
VIII.	Hides and skins	1,102	1,172	6,510	7,105	1,292	1,750	6,916	12,526
IX.	Horns	56	—	451	—	—	—	—	—
X.	Jute	2,009	2,008	13,907	12,796	4,320	6,120	21,907	37,447
XI.	Lac	871	1,051	3,655	4,216	11	7	77	69
XII.	Leather, manufactured	31	—	102	—	66	146	434	1,044
XIII.	Liquors	533	574	1,751	2,177	1,492	2,597	11,895	17,702
XIV.	Metals	2,064	1,888	11,549	11,176	6,582	8,303	42,632	64,651
XV.	Oils	758	1,039	4,257	6,914	3,090	4,606	17,475	26,235
XVI.	Oil-seeds	23,207	13,037	1,35,164	79,067	23,596	29,458	1,04,594	1,38,857
XVII.	Opium	8	—	250	—	—	—	—	—
XVIII.	Paper and paste-board	—	—	—	—	—	—	—	—
XIX.	Provisions	858	1,914	4,508	12,336	4,615	5,607	30,824	41,042
XX.	Railway plant and rolling-stock	72,063	196,416	42,135	1,35,291	255,848	183,377	4,07,760	4,13,652
XXI.	Salt	16,335	19,557	86,996	1,03,327	9,302	13,933	33,540	54,394
XXII.	Saltpetre	3	—	26	—	25	15	102	81
XXIII.	Silk, raw	12	8	134	64	284	212	3,628	4,058
XXIV.	Silk piece-goods	8	—	53	—	—	—	—	—
XXV.	Spices	212	477	977	3,208	347	519	6,409	4,941
XXVI.	Sugar	913	1,239	5,589	7,650	9,036	11,489	40,513	58,067
XXVII.	Stone and lime	188	—	561	—	4,875	5,255	12,581	19,889
XXVIII.	Tea	1	—	6	—	—	—	—	—
XXIX.	Timber	4,366	5,712	24,039	29,054	11,766	13,904	28,335	48,280
XXX.	Tobacco	236	327	1,023	1,417	1,436	2,547	9,545	19,162
XXXI.	Umbrellas	—	—	—	—	—	—	—	—
XXXII.	Wool	10	—	65	—	334	457	2,973	3,567
XXXIII.	All other articles of merchandise	(b) 108,007	16,512	(b) 1,06,558	39,011	29,137	40,887	1,92,695	2,71,848
	Total	400,333	447,996	11,88,521	12,76,115	521,535	532,900	18,75,662	21,11,599

(a) Includes Katni-Umaria branch.

(b) Includes 97,783 tons and Rs. 56,110 on account of Ballast carried for capital works.
(c) Includes Bellary-Kistna State Railway.

on the several RAILWAYS during the Year 1888, as compared with the previous Year—*cont.*

STATE RAILWAYS.

Southern Mahratta, Mysore Section.				Indian Midland.				Villupuram-Dharmavaram, Nellore Branch.				Classification Numbers.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
19	39	70	100		407		2,495	—	—	—	—	I.
3	33	18	127		96		369	—	3	6	11	II.
—	—	—	—		109		1,192	10	58	31	150	III.
1,590	1,715	9,487	10,614		950		10,076	69	268	244	710	IV.
38	48	184	241		14		130	—	—	—	—	V.
148	931	551	3,355		200		1,231	62	658	157	1,355	VI.
24,137	22,434	40,257	47,568		3,128		17,026	486	4,602	1,044	9,176	VII.
1,218	1,782	4,057	6,024		627		1,676	37	279	80	639	VIII.
—	—	—	—		—		—	—	—	—	—	IX.
—	—	—	—		151		905	—	—	—	—	X.
10	15	39	61		—		—	—	—	—	—	XI
25	10	128	60		18		222	—	—	—	—	XII.
445	515	2,384	3,180		274		2,445	057	231	157	536	XIII.
1,450	2,102	6,528	10,226		1,409		11,272	64	191	164	522	XIV.
402	710	2,048	2,861		230		2,203	25	132	65	316	XV.
6,504	4,867	14,951	12,969	Information not furnished.	2,331	Information not furnished.	4,639	200	756	546	1,771	XVI.
—	—	1	—		16		174	—	—	—	—	XVII.
—	—	—	—		59		604	—	—	—	—	XVIII.
—	—	—	—		726		6,419	481	1,871	1,358	4,544	XIX.
3,430	4,319	14,185	13,079		—		—	—	—	—	—	XX.
2,700	3,444	7,662	9,100		2,297		13,087	1,518	4,031	3,687	7,237	XXI.
—	—	—	—		—		—	—	—	—	—	XXII.
21	55	83	172		—		—	—	—	—	—	XXIII.
—	—	—	—		—		—	—	—	—	—	XXIV.
130	122	444	433		473		3,753	6	22	22	60	XXV.
949	920	3,158	2,973		3,704		19,836	73	666	225	1,782	XXVI.
1,204	1,211	1,462	2,500		169		674	50	587	43	696	XXVII.
—	—	—	—		9		94	—	—	4	—	XXVIII.
4,196	6,379	14,838	21,602		2,079		14,343	373	3,925	540	5,504	XXIX.
446	337	947	1,145		410		3,868	126	442	315	979	XXX.
—	—	—	—		—		—	—	—	—	—	XXXI.
77	198	432	731		—		—	—	—	—	—	XXXII.
37,820	45,366	75,377	92,008		1,942		23,236	494	3,183	1,333	7,422	XXXIII.
91,971	97,677	2,08,321	2,41,129	—	21,822	—	1,41,974	4,131	21,905	10,021	43,460	Total.

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS therefrom,

IMPERIAL STATE

Classification Number.	Description of Commodity.	Dhond-Manmád.				North-Western (a).			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal	—	—	—	—	9,517	10,131	78,962	87,991
II.	Cotton, raw	—	—	—	—	22,513	20,475	4,20,747	3,47,383
III.	Cotton, twist and yarn	—	—	—	—	3,595	4,062	85,736	93,166
IV.	Cotton piece goods	—	—	—	—	26,461	27,400	7,21,185	7,63,757
V.	Drugs and chemicals	—	—	—	—	6,211	13,519	1,18,382	1,95,504
VI.	Dyes and tans	—	—	—	—	8,897	9,934	1,91,022	1,96,293
VII.	Grains	—	—	—	—	414,859	560,744	24,29,633	44,48,279
VIII.	Hides and skins	—	—	—	—	9,887	12,416	1,41,409	1,58,376
IX.	Horns	—	—	—	—	428	334	6,124	4,972
X.	Jute	—	—	—	—	13,384	16,893	1,11,391	1,25,814
XI.	Lac	—	—	—	—	193	286	2,866	3,423
XII.	Leather, manufactured	—	—	—	—	2,626	1,697	58,798	39,121
XIII.	Liquors	—	—	—	—	12,553	12,789	1,85,383	2,20,910
XIV.	Metals	—	—	—	—	34,324	36,320	8,15,845	7,20,884
XV.	Oils	—	—	—	—	7,933	11,181	1,59,708	2,23,603
XVI.	Oil-seeds	Included with Great Indian Peninsula Railway.				92,644	104,514	10,43,141	10,74,625
XVII.	Opium					6	10	256	245
XVIII.	Paper and paste-board	—	—	—	—	—	1,203	—	23,941
XIX.	Provisions	—	—	—	—	39,361	44,027	7,25,730	7,99,094
XX.	Railway plant and rolling-stock	—	—	—	—	1,582,793	1,962,328	17,94,325	29,19,365
XXI.	Salt	—	—	—	—	86,605	86,569	4,96,023	5,17,599
XXII.	Saltpetre	—	—	—	—	4,759	954	43,131	15,093
XXIII.	Silk, raw	—	—	—	—	286	271	7,547	6,178
XXIV.	Silk piece-goods	—	—	—	—	38	53	1,216	1,412
XXV.	Spices	—	—	—	—	7,059	6,459	1,02,930	1,01,117
XXVI.	Sugar	—	—	—	—	96,022	125,358	9,56,961	11,97,315
XXVII.	Stone and lime	—	—	—	—	61,668	195,710	1,84,305	1,77,808
XXVIII.	Tea	—	—	—	—	2,267	2,503	58,385	51,566
XXIX.	Timber	—	—	—	—	83,488	111,288	2,37,876	3,87,093
XXX.	Tobacco	—	—	—	—	6,127	7,742	72,383	89,133
XXXI.	Umbrellas	—	—	—	—	—	116	—	2,749
XXXII.	Wool	—	—	—	—	12,616	14,900	4,87,238	5,58,037
XXXIII.	All other articles of merchandise	—	—	—	—	53,062	60,404	8,27,395	10,99,901
	Total	—	—	—	—	2,672,487	3,372,700	1,25,15,533	1,66,53,687

(a) Includes Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.

on the several RAILWAYS during the Year 1888, as compared with the previous Year—*cont.*

RAILWAYS—*concluded.*

Bengal Central.				Wardha Coal.				Total.				Classification, Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
15,737	22,683	14,561	16,041	92,726	118,476	96,223	1,22,196	1,294,313	1,511,805	61,39,479	66,49,905	I.
31	41	84	89	1,481	1,915	4,867	5,819	114,638	89,131	21,42,523	13,65,734	II.
2,169	2,621	5,456	6,846	755	925	3,118	3,794	15,884	16,520	3,32,047	3,39,215	III.
				359	268	1,654	1,393	110,650	118,649	29,96,260	31,77,353	IV.
—	—	—	—	111	116	469	508	11,644	13,881	2,51,451	3,21,958	V.
—	—	—	—	137	109	394	342	37,501	30,640	6,35,283	6,16,111	VI.
9,750	10,284	16,053	17,199	8,607	6,903	10,327	8,545	1,598,282	1,661,556	93,52,299	1,06,24,396	VII.
404	296	963	704	225	130	750	446	42,946	46,529	6,36,601	6,46,724	VIII
—	—	—	—	11	—	47	—	1,193	900	17,694	13,927	IX.
18,279	30,933	66,705	1,07,156	330	313	1,181	1,014	84,638	120,691	7,16,674	9,18,924	X.
—	—	—	—	5	—	22	2	20,383	16,788	2,72,677	2,21,629	XI.
—	—	—	—	2	—	7	—	5,829	4,930	1,76,090	1,58,070	XII.
—	—	—	—	24	8	128	44	32,120	24,232	3,79,717	4,16,386	XIII.
1,039	1,039	2,939	2,610	651	478	1,444	1,172	216,213	180,861	34,02,025	26,67,263	XIV.
1,817	1,895	3,009	3,235	290	382	744	976	30,078	45,913	4,17,183	6,37,295	XV.
4,770	5,863	6,242	8,044	13,373	12,230	17,138	15,317	550,112	622,973	43,84,869	48,90,861	XVI.
—	—	—	—	1	—	9	—	13,666	11,739	3,62,371	2,76,121	XVII.
—	—	—	—	—	—	—	—	3,508	5,073	74,606	1,00,346	XVIII.
2,029	5,631	5,213	16,260	242	631	335	2 449	104,365	113,953	18,27,991	18,78,964	XIX.
4,381	1,292	2,616	747	698	569	689	500	1,892,008	2,348,211	22,61,710	35,32,574	XX.
2,494	2,718	3,512	3,620	4,540	4,280	10,828	10,441	358,429	355,608	19,62,308	19,66,779	XXI.
—	—	—	—	1	—	2	—	46,584	44,250	4,86,898	4,53,664	XXII.
—	—	—	—	—	—	2	7	1,060	1,081	32,327	31,515	XXIII.
—	—	—	—					322	290	12,407	9,423	XXIV.
—	—	—	—	74	90	307	343	14,288	19,566	2,11,948	3,40,707	XXV.
5,788	9,066	15,009	23,336	242	371	911	1,111	272,077	321,014	19,38,914	21,02,892	XXVI.
—	—	—	—	—	—	19	—	144,103	210,212	5,19,692	6,25,325	XXVII.
—	1	—	8	—	—	—	—	3,841	4,146	91,253	99,227	XXVIII.
440	252	1,165	698	755	982	2,333	2,885	142,540	185,434	4,71,458	6,94,908	XXIX.
577	586	994	821	39	44	172	185	28,631	37,453	3,01,181	3,57,490	XXX.
—	—	—	—	—	—	—	—	332	493	13,436	13,935	XXXI.
—	—	—	—	10	—	47	—	15,452	17,983	536,794	6,36,207	XXXII.
11,102	6,435	29,541	16,449	(b) 7,495	(b) 4,454	(b) 12,262	(b) 8,093	401,146	324,761	26,67,772	29,53,090	XXXIII.
80,857	101,551	1,73,952	2,24,369	133,229	153,724	1,67,029	1,88,182	7,599,351	8,535,966	4,60,05,938	4,97,69,021	Total.

(*b*) Includes ballast and Revenue stores.

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS therefrom

PROVINCIAL

Classification Number.	Description of Commodity.	Bareilly-Pilibhit.				Lucknow-Sitapur-Shrámau.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal	—	45	—	13	—	4	—	6
II.	Cotton, raw	22	42	70	185	45	36	190	266
III.	Cotton, twist and yarn	5	19	13	49	363	468	806	1,010
IV.	Cotton piece-goods	305	358	965	1,070	611	761	1,779	2,059
V.	Drugs and chemicals	93	134	264	387	59	53	286	180
VI.	Dyes and tans	37	31	84	177	360	192	1,250	626
VII.	Grains	7,771	8,082	12,175	12,926	18,417	23,636	27,737	40,581
VIII.	Hides and skins	160	151	320	296	251	287	580	660
IX.	Horns	54	33	126	85	5	29	12	44
X.	Jute	381	118	1,052	259	427	730	987	1,737
XI.	Lac	13	4	28	9	21	56	43	125
XII.	Leather, manufactured	13	14	28	41	6	8	27	36
XIII.	Liquors	2	2	5	7	56	186	180	487
XIV.	Metals	923	332	2,398	2 029	901	988	2,743	3,418
XV.	Oils	33	17	89	33	63	106	276	444
XVI.	Oil-seeds	1,358	1,657	2,337	2,806	2,734	3,531	4,419	11,425
XVII.	Opium	1	1	3	4	20	108	152	926
XVIII.	Paper and paste-board	—	2	—	8	14	15	62	65
XIX.	Provisions	632	100	1,297	284	329	339	1,453	1,481
XX.	Railway plant and rolling stock	—	—	—	—	4,577	1	7,263	2
XXI.	Salt	2,076	2,244	3,497	3,742	3,012	3,799	6,012	7,612
XXII.	Saltpetre	64	5	110	12	14	78	18	144
XXIII.	Silk, raw	—	—	—	1	—	—	—	—
XXIV.	Silk piece-goods	—	—	—	—	—	—	—	—
XXV.	Spices	323	361	887	957	35	116	130	430
XXVI.	Sugar	3,034	6,415	6,019	11,133	3,294	6,272	5,517	12,811
XXVII.	Stone and lime	67	47	106	52	212	213	385	422
XXVIII.	Tea	7	4	20	7	—	—	—	—
XXIX.	Timber	4,899	1,615	6,411	2,938	1,391	1,073	1,024	1,682
XXX.	Tobacco	47	54	129	121	29	156	85	377
XXXI.	Umbrellas	—	1	—	2	—	1	—	9
XXXII.	Wool	126	17	169	56	3	13	14	59
XXXIII.	All other articles of merchandise	10,847	6,816	13,783	7,466	27,212*	12,577*	14,922	18,595
	Total	33,348	29,270	52,325	47,174	64,357	65,835	78,357	1,07,719

* Includes railway stores other

on the several RAILWAYS during the Year 1888, as compared with the previous year—*cont.*

STATE RAILWAYS.

Eastern Bengal.				Nalhati.				Tirhoot.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
74,556	140,228	90,740	1,95,840	7,616	8,611	12,878	14,555	22,318	21,934	34,634	33,557	I.
1,536	3,902	10,539	24,537	169	104	633	397	570	368	4,043	2,603	II.
30,877	31,228	3,19,252	3,31,008	—	—	—	—	478	525	2,162	2,088	III.
				605	696	2,377	2,860	8,437	8,826	53,475	56,718	IV.
—	—	—	—	5	9	50	60	164	106	1,478	871	V.
—	—	—	—	29	44	96	158	3,201	3,098	21,683	20,570	VI.
144,641	169,956	4,49,936	5,40,151	7,569	8,545	5,229	6,901	104,822	114,462	2,53,560	2,93,439	VII.
7,253	6,558	52,408	46,925	80	137	358	493	2,760	2,136	10,090	9,699	VIII.
—	—	—	—	—	—	—	—	33	—	121	—	IX.
346,877	349,908	25,32,059	29,50,212	292	393	658	749	3,169	3,403	11,530	12,438	X.
—	—	—	—	—	—	—	—	573	538	1,476	1,577	XI.
—	—	—	—	—	—	—	—	104	—	624	—	XII.
—	—	—	—	16	22	116	175	223	256	1,541	1,703	XIII.
16,413	12,927	1,23,097	1,33,467	237	213	762	762	2,617	3,173	13,173	15,491	XIV.
7,613	9,405	49,349	61,553	52	119	170	279	1,277	2 054	4,707	7,785	XV.
21,529	27,852	57,833	76,074	478	1,534	763	2,616	45,464	40,822	94,921	83,694	XVI.
—	—	—	—	—	—	—	—	119	355	599	3,541	XVII.
—	—	—	—	18	20	112	93	175	138	962	917	XVIII.
8,142	17,404	51,806	1,18,063	416	340	1,066	842	1,964	2,407	8,115	8,396	XIX.
2,72,231	149,335	2,33,117	1,25,500	630	1,362	164	349	16,357	18,077	40,303	39,979	XX.
45,864	46,550	2,03,901	2,33,098	329	599	341	669	29,004	33,359	49,695	56,325	XXI.
—	—	—	—	—	—	—	—	7,011	8,163	18,894	20,657	XXII.
—	—	—	—	377	196	1,517	775	—	—	—	—	XXIII.
—	—	—	—	166	211	885	1,083	—	—	—	—	XXIV.
—	—	—	—	68	137	213	384	2,118	3,118	9,638	12,807	XXV.
13,582	19,870	42,712	58,366	277	372	591	778	2,091	2,508	6,041	6,855	XXVI.
—	—	—	—	128	104	358	208	3,409	3,038	5,469	5,366	XXVII.
15,566	14,861	3,57,978	3,97,766	—	—	—	—	15	—	98	—	XXVIII.
24,014	3,480	46,566	23,380	46	22	100	53	7,063	5,697	17,074	17,854	XXIX.
19,336	19,772	1,94,476	1,88,040	61	108	134	313	9,928	12,667	38,234	41,371	XXX.
—	—	—	—	—	—	—	—	16	—	95	—	XXXI.
—	—	—	—	—	—	—	—	119	—	955	—	XXXII.
69,941	94,202	6,27,264	6,60,693	962	1,155	3,238	3,489	18,384	21,148	59,610	70,383	XXXIII.
1,120,553	1,119,668	54,32,633	61,76,613	20,616	24,976	32,739	39,041	228,938	312,936	7,64,690	8,26,688	Total.

than plant and rolling stock

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS therefrom

Classification Number.	Description of Commodity.	PROVINCIAL STATE							
		Jorhát.				Cherrá-Companyganj.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal	1,003	523	2,021	1,135	159	226	126	86
I.	Cotton, raw	—	—	—	—	—	—	—	—
III.	Cotton, twist and yarn	—	—	—	—	—	—	—	—
IV.	Cotton piece-goods	—	206	—	1,029	—	—	—	—
V.	Drugs and chemicals	—	—	—	—	—	—	—	—
VI.	Dyes and tans	—	—	—	—	—	—	—	—
VII.	Grains	782	1,863	3,464	7,815	—	—	—	—
VIII.	Hides and skins	—	—	—	—	—	—	—	—
IX.	Horns	—	—	—	—	—	—	—	—
X.	Jute	—	—	—	—	—	—	—	—
XI.	Lac	—	—	—	—	—	—	—	—
XII.	Leather, manufactured	—	—	—	—	—	—	—	—
XIII.	Liquors	—	74	—	605	—	—	—	—
XIV.	Metals	314	296	2,130	2,077	—	—	—	—
XV.	Oils	—	239	—	1,229	—	—	—	—
XVI.	Oil-seeds	—	—	—	—	—	—	—	—
XVII.	Opium	—	—	—	—	—	—	—	—
XVIII.	Paper and paste-board	—	—	—	—	—	—	—	—
XIX.	Provisions	2,007	254	7,486	1,262	—	—	—	—
XX.	Railway plant and rolling stock	733	652	1,568	1,406	179	28	181	35
XXI.	Salt	—	618	—	2,062	—	—	—	—
XXII.	Saltpetre	—	—	—	—	—	—	—	—
XXIII.	Silk, raw	—	—	—	—	—	—	—	—
XXIV.	Silk piece-goods	—	—	—	—	—	—	—	—
XXV.	Spices	—	—	—	—	—	—	—	—
XXVI.	Sugar	—	38	—	179	—	—	—	—
XXVII.	Stone and lime	211	250	904	1,076	6,254	9,749	7,702	6,433
XXVIII.	Tea	2,084	2,527	16,159	19,054	—	—	—	—
XXIX.	Timber	—	429	—	2,528	—	—	—	—
XXX.	Tobacco	—	—	—	—	—	—	—	—
XXXI.	Umbrellas	—	—	—	—	—	—	—	—
XXXII.	Wool	—	—	—	—	—	—	—	—
XXXIII.	All other articles of merchandise	2,051	965	11,601	5,932	61	49	79	147
	Total	9,185	8,934	45,333	47,409	6,653	10,052	8,088	6,701

on the several RAILWAYS during the Year 1888, as compared with the previous Year—*cont.*

RAILWAYS—*continued.*

Amritsar-Pathánkot.				Burma.				Total.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888. (a)	Previous Year.	1888. (a)	Previous Year.	1888.	Previous Year.	1888.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
—	—	—	—	16,127	3,832	54,919	12,989	121,778	175,403	1,95,318	2,58,181	I.
—	—	—	—	19	18	222	212	2,361	4,470	15,747	28,200	II.
—	—	—	—	1,528	1,544	12,431	12,561	33,256	33,784	3,34,764	3,46,716	III.
—	—	—	—	2,704	1,870	20,078	15,345	12,662	12,726	78,674	79,081	IV.
—	—	—	—	388	322	3,261	2,679	700	624	5,339	4,177	V.
—	—	—	—	11,284	15,672	49,072	69,318	14,911	10,388	72,185	90,849	VI.
—	—	—	—	195,557	146,121	7,64,841	5,72,896	479,559	477,665	15,16,942	14,83,489	VII.
—	—	—	—	495	406	4,724	4,131	11,004	9,725	68,480	64,203	VIII.
—	—	—	—	37	30	361	311	129	91	620	440	IX.
—	—	—	—	3,753	2,381	14,052	8,386	354,899	356,966	26,10,338	29,73,781	X.
—	—	—	—	92	44	1,016	570	699	634	2,563	2,281	XI.
—	—	—	—	48	58	533	604	171	80	1,212	681	XII.
—	—	—	—	1,326	1,414	18,294	18,025	1,628	1,954	20,136	21,067	XIII.
—	—	—	—	1,841	1,959	16,254	16,666	23,151	20,388	1,60,562	1,73,910	XIV.
—	—	—	—	4,095	4,326	37,998	40,625	13,133	16,338	92,589	1,11,947	XV.
—	—	—	—	3,377	3,344	14,695	15,566	74,940	83,740	1,74,968	1,92,781	XVI.
Included with North-Western Railway.				10	14	111	177	150	478	865	4,648	XVII.
—	—	—	—	—	—	—	—	207	175	1,156	1,083	XVIII.
—	—	—	—	20,521	21,020	1,50,395	1,63,025	34,068	41,954	2,21,618	2,93,353	XIX.
—	—	—	—	73,940	156,479	1,30,110	1,98,046	368,697	325,974	4,11,706	3,65,677	XX.
—	—	—	—	4,825	4,337	20,471	19,289	85,110	94,006	2,83,847	3,22,817	XXI.
—	—	—	—	1	—	3	—	7,090	8,251	18,825	20,813	XXII.
—	—	—	—	106	72	1,152	745	483	268	2,669	1,521	XXIII.
—	—	—	—	28	37	365	462	184	248	1,250	1,545	XXIV.
—	—	—	—	44	42	570	555	2,588	3,774	11,428	15,133	XXV.
—	—	—	—	2,721	3,326	19,438	23,639	24,999	38,801	80,578	1,12,772	XXVI.
—	—	—	—	5,454	3,713	9,327	7,425	15,735	17,134	24,231	20,982	XXVII.
—	—	—	—	201	214	1,954	2,209	17,873	17,606	3,69,709	4,19,036	XXVIII.
—	—	—	—	33,001	49,497	65,548	1,24,271	69,414	61,813	1,33,723	1,72,706	XXIX.
—	—	—	—	1,657	1,661	15,437	15,288	31,008	34,418	2,48,495	2,45,510	XXX.
—	—	—	—	49	139	422	1,259	65	141	517	1,270	XXXI.
—	—	—	—	91	114	946	1,510	389	143	2,084	1,625	XXXII.
—	—	—	—	(b) 11,963	(b) 12,944	68,769	66,924	141,421	149,856	7,99,166	8,33,629	XXXIII.
—	—	—	—	396,283	436,965	14,97,759	14,14,499	1,946,013	2,008,636	79,62,024	86,65,844	Total.

(a) Includes Toungoo-Mandalay Extension. (b) Includes Military Stores.

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS therefrom,

Classification Number.	Description of Commodity.	GUARANTEED									
		Madras.				(a) South Indian.				(b) Great Indian	
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.	
		Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I.	Coal	7,113	6,140	41,174	32,566	—	—	—	—	64,638	70,799
II.	Cotton, raw	23,302	19,971	3,10,691	2,56,234	13,139	13,335	60,809	59,493	162,457	135,813
III.	Cotton, twist and yarn.	7,161	7,596	80,985	85,936	4,891	4,553	58,231	58,763	10,818	11,945
IV.	Cotton piece-goods	7,582	8,415	1,15,043	1,27,723	8,846	9,747	1,20,318	1,29,165	29,957	29,240
V.	Drugs and chemicals	1,570	2,310	23,461	26,359	—	—	—	—	485	476
VI.	Dyes and tans	20,413	21,094	1,81,534	2,09,909	5,889	6,859	30,340	37,738	9,208	28,086
VII.	Grains	175,024	198,267	7,00,188	8,55,062	154,536	181,781	4,97,638	5,25,868	738,430	744,408
VIII.	Hides and skins	21,979	22,442	3,01,044	3,21,299	5,822	6,521	56,926	59,921	18,278	17,303
IX.	Horns	192	300	2,153	3,192	—	—	—	—		
X.	Jute	6,341	6,211	51,372	51,814	—	—	—	—	21,388	22,331
XI.	Lac	140	140	1,318	1,405	—	—	—	—	849	1,267
XII.	Leather, manufactured.	140	562	1,737	8,314	—	—	—	—	1,036	1,209
XIII.	Liquors	8,634	8,241	1,06,693	1,02,455	3,507	3,567	16,906	19,793	7,617	8,275
XIV.	Metals	16,350	15,471	1,75,223	1,66,590	10,298	10,086	67,796	71,319	33,890	32,803
XV.	Oils	10,293	12,878	61,096	75,535	11,130	11,762	48,736	52,378	24,166	26,840
XVI.	Oil-seeds	53,827	44,346	2,05,310	1,57,332	69,463	73,003	1,38,260	1,56,781	234,216	199,132
XVII.	Opium	5	—	34	—	—	—	—	—	276	170
XVIII.	Paper and pasteboard.	236	285	3,956	4,849	—	—	—	—	2,355	3,036
XIX.	Provisions	71,344	69,444	4,80,041	4,71,498	20,136	23,517	1,05,763	1,26,382	6,972	96,961
XX.	Railway plant and rolling stock.	21,048	3,342	2,32,800	17,287	—	—	—	—	159,815	205,446
XXI.	Salt	64,900	59,041	4,11,240	3,87,107	53,961	48,032	1,49,115	1,47,165	125,293	123,729
XXII.	Saltpetre	363	357	3,463	3,144	—	—	—	—	—	—
XXIII.	Silk, raw	23	61	422	1,093	—	—	—	—	23	15
XXIV.	Silk piece-goods	150	161	2,571	2,350	—	—	—	—	336	283
XXV.	Spices	2,918	2,622	23,207	23,251	810	937	5,765	6,110	4,536	37,704
XXVI.	Sugar	26,445	24,327	1,23,715	1,22,504	45,547	42,192	1,35,081	1,37,736	46,269	50,072
XXVII.	Stone and lime	13,275	11,611	29,693	36,113	139,396	127,866	1,55,293	1,16,341	13,849	34,445
XXVIII.	Tea	400	321	8,159	8,350	14	47	125	275	140	123
XXIX.	Timber	35,106	35,859	1,87,935	2,05,163	21,712	27,581	47,195	57,177	18,419	23,004
XXX.	Tobacco	9,469	10,328	57,145	63,445	3,827	4,861	27,640	31,750	4,498	5,456
XXXI.	Umbrellas	26	25	449	438	—	—	—	—	—	33
XXXII.	Wool	436	430	5,523	5,383	—	—	—	—	947	924
XXXIII.	All other articles of merchandise.	104,906	130,076	4,89,094	589,578	85,045	93,505	3,99,787	4,49,686	229,752	175,210
	Total	711,921	727,879	44,18,429	44,23,337	657,489	669,684	21,21,744	22,73,846	2,042,903	2,086,588

(a) Includes Pondicherry Railway.
(b) Includes Dhond-Manmád, Khámgaon, Amráoti and Bhopal-Itársi State Railways.

on the several RAILWAYS during the Year 1888, as compared with the previous Year—*cont.*

RAILWAYS.	Peninsula.		Bombay, Baroda, and Central India. (c)				Oudh and Rohilkhand.				Total.				Classification Number.
	Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	
	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
	2,30,750	1,71,367	35,384	42,294	2,20,089	2,40,573	47,964	50,843	1,65,868	1,85,039	155,099	170,985	6,57,881	6,29,485	I.
	45,44,790	38,10,550	117,846	106,161	24,66,855	23,26,325	10,097	8,474	98,830	86,479	327,441	282,754	74,81,975	65,39,133	II.
	2,97,679	3,17,407	8,656	9,834	1,76,175	1,80,969	2,887	3,520	25,238	61,293	33,918	37,438	6,38,308	6,74,373	III.
	16,64,490	9,56,082	29,796	29,986	9,86,297	10,20,056	10,537	12,067	91,021	97,190	86,718	89,455	23,77,079	23,60,216	IV.
	18,760	21,711	1,825	1,934	43,510	48,052	1,416	1,317	11,034	12,178	5,296	6,037	96,755	1,06,300	V.
	1,46,603	4,06,608	11,433	9,279	2,67,404	2,17,405	3,838	4,810	28,201	33,664	50,781	70,123	6,54,082	9,07,324	VI.
	93,57,857	97,28,379	358,332	435,504	29,52,514	43,07,993	295,755	265,913	3,71,246	7,99,588	1,721,977	1,805,873	145,69,433	1,62,17,390	VII.
	3,35,050	3,60,477	6,833 —	7,713 —	1,06,260 —	1,24,000 —	5,721 436	6,634 480	31,300 2,189	40,560 2,952	40,355 15,906	43,310 18,083	4,95,530 3,39,392	5,45,780 3,66,621	VIII. IX.
	3,50,468	3,45,289	—	17,218	—	1,79,861	10,062	11,342	43,555	46,593	37,761	57,102	4,43,395	6,26,587	X.
	15,276	20,415	—	—	—	—	194	263	800	930	1,133	1,670	17,394	22,750	XI.
	10,941	16,481	1,039	924	17,516	13,190	572	499	4,713	4,127	2,887	3,194	34,907	42,112	XII.
	1,35,637	1,43,966	4,340	5,205	72,455	71,577	3,661	5,094	27,431	45,259	28,259	30,328	3,61,122	3,82,690	XIII.
	6,84,707	5,70,310	45,466	38,763	8,86,302	6,79,514	27,517	16,940	1,59,026	96,073	138,321	114,062	19,73,054	15,83,615	XIV.
	4,67,202	4,95,281	7,596	8,496	1,29,434	1,19,925	3,066	4,856	20,844	35,381	56,261	64,372	7,27,012	7,69,500	XV.
	32,47,264	26,93,367	148,790	186,186	25,91,781	27,41,242	47,383	78,957	1,39,198	2,41,113	554,179	581,026	53,19,813	59,89,835	XVI.
	19,204	12,288	2,458	1,931	92,229	69,162	703	775	17,758	20,025	3,442	2,876	1,29,225	1,00,475	XVII.
	81,080	95,044	—	—	—	—	1,249	1,873	8,529	12,442	3,340	5,194	93,556	1,12,335	XVIII.
	1,68,123	15,02,072	19,351	58,223	2,35,180	7,81,622	6,022	7,753	50,587	48,960	115,723	265,903	10,39,694	29,30,534	XIX.
	26,20,619	32,39,571	—	—	—	—	20,731	770	53,061	5,509	201,594	214,558	29,06,470	32,62,367	XX.
	15,31,862	15,36,849	280,985	272,579	22,16,948	21,79,293	64,118	73,969	1,85,629	2,45,509	589,277	576,350	44,94,794	44,95,923	XXI.
	—	—	11,746	10,682	1,02,577	80,062	1,777	1,022	6,305	7,186	13,886	12,661	1,12,345	90,393	XXII.
	1,583	777	302	340	17,627	21,136	7	13	42	187	355	429	19,674	23,193	XXIII.
	11,215	8,163	—	—	—	—	14	16	100	95	500	460	13,886	10,008	XXIV.
	79,707	5,89,611	4,797	4,867	88,469	91,065	1,582	3,014	9,398	24,631	14,633	49,150	2,06,496	7,34,668	XXV.
	6,93,796	7,44,110	128,157	142,354	15,09,199	16,76,721	132,795	164,685	5,27,024	7,03,495	379,213	424,130	29,88,515	34,14,566	XXVI.
	52,955	1,30,146	35,908	35,326	1,21,937	1,17,912	14,127	13,269	26,053	27,468	217,055	222,567	3,85,231	4,27,960	XXVII.
	4,877	4,031	642	704	27,612	31,510	447	585	6,521	7,929	1,643	1,780	47,294	52,095	XXVIII.
	1,72,316	2,25,357	39,135	40,329	4,75,898	2,68,658	24,786	16,723	71,018	30,966	189,158	137,496	9,54,502	7,87,321	XXIX.
	67,362	84,552	19,170	17,290	3,03,798	2,75,848	2,965	4,117	10,285	15,677	30,319	42,001	4,86,230	4,71,272	XXX.
	—	2,366	—	—	—	—	7	58	59	524	33	106	508	3,328	XXXI.
	19,141	18,511	6,101	6,622	2,82,996	2,78,669	338	375	3,600	4,225	7,822	8,351	3,11,260	3,04,888	XXXII.
	33,51,580	17,01,265	187,523	295,303	20,84,957	13,70,666	(e) 419,260	(e) 360,918	(e) 4,81,971	(e) 5,03,117	1,096,486	1,055,012	68,57,389	51,14,312	XXXIII.
	2,98,12,804	2,99,84,583	1,555,011	1,785,180	(d) 1,75,08,204	2,00,00,806	1,163,334	1,115,544	32,78,415	34,19,364	6,130,333	6,384,675	5,71,07,051	6,01,01,936	Total.

(c) Includes Rajputana-Malwa Railway and Patri Branch.
(d) Includes Rs. 32,545 for old adjustment.
(e) Includes the tonnage of and receipt from railway stores other than railway plant and rolling-stock.

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS

Classification Number.	Description of Commodity.	ASSISTED					
		Darjeeling-Himalayan.				Tarak-	
		Quantity.		Receipts.		Quantity.	
		Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.
		Tons.	Rs.	Rs.	Rs.	Tons.	Tons.
I.	Coal	2,064	3,166	10,601	16,932	—	—
II.	Cotton, raw	—	—	—	—	—	—
III.	Cotton, twist and yarn	—	—	—	—	—	—
IV.	Cotton piece-goods	748	688	20,056	18,676	—	—
V.	Drugs and chemicals	16	30	337	656	—	—
VI.	Dyes and tans	—	—	—	—	—	—
VII.	Grains	5,853	9,380	75,642	1,33,673	—	—
VIII.	Hides and skins	57	75	1,054	1,057	—	—
IX.	Horns	—	—	—	—	—	—
X.	Jute	—	—	—	—	—	—
XI.	Lac	—	—	—	—	—	—
XII.	Leather, manufactured	—	—	—	—	—	—
XIII.	Liquors	474	412	10,619	10,211	—	—
XIV.	Metals	1,180	1,277	23,551	26,253	—	—
XV.	Oils	380	460	7,303	8,757	—	—
XVI.	Oil-seeds	—	—	—	—	Included with East	
XVII.	Opium	—	—	—	—	—	—
XVIII.	Paper and paste-board	—	—	—	—	—	—
XIX.	Provisions	432	1,617	9,389	35,592	—	—
XX.	Railway plant and rolling-stock	191	203	655	823	—	—
XXI.	Salt	536	718	8,525	11,790	—	—
XXII.	Saltpetre	—	—	—	—	—	—
XXIII.	Silk, raw	—	—	—	—	—	—
XXIV.	Silk piece goods	—	—	—	—	—	—
XXV.	Spices	111	70	2,456	1,962	—	—
XXVI.	Sugar	258	360	4,909	5,930	—	—
XXVII.	Stone and lime	436	547	4,102	6,104	—	—
XXVIII.	Tea	3,539	3,736	70,190	73,603	—	—
XXIX.	Timber	16	97	182	841	—	—
XXX.	Tobacco	104	190	1,786	3,594	—	—
XXXI.	Umbrellas	—	—	—	—	—	—
XXXII.	Wool	43	68	787	785	—	—
XXXIII.	All other articles of merchandise	2,256	1,583	40,899	36,703	—	—
	Total	18,694	24,657	3,01,303	3,93,872	—	—

N.B.—In cases where the quantity carried

therefrom, on the several RAILWAYS during the Year 1888, as compared with the previous Year—*cont.*

COMPANIES.										
eshwar.		Deoghur.				Dibru-Sadiya.				Classification Number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
—	—	—	—	—	—	83,525	95,963	2,06,551	2,37,788	I.
—	—	—	—	—	—	1	—	22	3	II.
—	—	—	—	—	—	—	3	—	57	III.
—	—	—	—	—	—	45	36	998	793	IV.
—	—	—	—	—	—	18	42	205	486	V.
—	—	—	—	—	—	6	—	114	2	VI.
—	—	—	—	—	—	5,697	6,289	39,986	40,050	VII.
—	—	—	—	—	—	1	—	13	10	VIII.
—	—	—	—	—	—	—	—	1	—	IX.
—	—	—	—	—	—	29	43	384	402	X.
—	—	—	—	—	—	—	1	3	7	XI.
—	—	—	—	—	—	—	1	2	11	XII.
—	—	—	—	—	—	93	100	1,594	1,565	XIII.
—	—	—	—	—	—	995	1,081	12,161	11,817	XIV.
—	—	—	—	—	—	126	133	2,657	2,790	XV.
Indian Railway.		Information not furnished.				—	1	—	4	XVI.
—	—	—	—	—	—	—	—	—	—	XVII.
—	—	—	—	—	—	—	1	—	18	XVIII.
—	—	—	—	—	—	209	209	2,707	3,105	XIX.
—	—	—	—	—	—	—	—	—	—	XX.
—	—	—	—	—	—	125	141	1,007	1,116	XXI.
—	—	—	—	—	—	—	—	—	—	XXII.
—	—	—	—	—	—	—	—	—	2	XXIII.
—	—	—	—	—	—	—	—	—	—	XXIV.
—	—	—	—	—	—	4	4	67	72	XXV.
—	—	—	—	—	—	43	61	942	1,385	XXVI.
—	—	—	—	—	—	8	363	—85	1,178	XXVII.
—	—	—	—	—	—	3,959	4,465	32,323	32,584	XXVIII.
—	—	—	—	—	—	1,330	1,813	6,184	5,166	XXIX.
—	—	—	—	—	—	37	40	649	657	XXX.
—	—	—	—	—	—	—	2	—	47	XXXI.
—	—	—	—	—	—	—	—	—	—	XXXII.
—	—	—	—	—	—	1,460	1,255	10,342	8,540	XXXIII.
—	—	—	—	—	—	97,711	112,052	3,18,827	3,61,555	Total.

is less than half a ton, the figures have been omitted.

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS therefrom

ASSISTED

Classification Number.	Description of Commodity.	Bengal and North-Western.				Rohilkhand.	
		Quantity.		Receipts.		Quantity.	
		Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I.	Coal	21,596	14,622	33,738	24,499	1	60
II.	Cotton, raw	297	354	2,109	3,472	3	3
III.	Cotton, twist and yarn	179	200	1,396	3,337	2	1
IV.	Cotton piece-goods	6,622	7,598	46,020	59,390	112	154
V.	Drugs and chemicals	676	859	6,932	6,957	17	12
VI.	Dyes and tans	2,224	2,593	17,474	18,045	4	13
VII.	Grains	87,408	115,540	3,21,577	4,48,760	6,615	5,600
VIII.	Hides and skins	1,035	1,368	8,654	12,388	67	70
IX.	Horns	45	34	462	302	4	3
X.	Jute	4,266	4,337	24,963	30,768	51	70
XI.	Lac	399	463	633	1,166	—	1
XII.	Leather, manufactured	64	127	429	940	8	19
XIII.	Liquors	164	153	1,481	1,370	1,124	983
XIV.	Metals	2,814	3,637	16,764	21,542	759	296
XV.	Oils	404	636	1,931	3,509	33	159
XVI.	Oil-seeds	41,950	66,943	1,91,876	3,56,162	2,550	3,334
XVII.	Opium	351	739	4,869	8,414	1	2
XVIII.	Paper and pasteboard	53	95	494	993	—	4
XIX.	Provisions	1,056	1,609	6,882	11,214	1,319	1,956
XX.	Railway plant and rolling stock	25,742	13,602	41,592	36,172	—	—
XXI.	Salt	18,516	20,278	51,229	63,353	1,095	1,025
XXII.	Saltpetre	1,421	3,359	2,173	6,574	—	—
XXIII.	Silk, raw	2	2	15	18	—	—
XXIV.	Silk, piece-goods					—	—
XXV.	Spices	551	741	3,337	4,165	43	87
XXVI.	Sugar	6,768	11,155	55,334	58,760	411	533
XXVII.	Stone and lime	1,216	1,612	3,435	4,729	5,661	465
XXVIII.	Tea	14	8	65	56	98	139
XXIX.	Timber	1,126	1,248	4,996	5,585	3,327	1,104
XXX.	Tobacco	2,676	5,660	8,796	23,334	47	83
XXXI.	Umbrellas	3	22	33	227	—	—
XXXII.	Wool	96	128	489	525	16	35
XXXIII.	All other articles of merchandise	3,202	5,109	19,868	26,927	13,596	19,575
	Total	234,945	285,521	8,80,113	12,41,553 (a)	37,014	35,811

(a) Includes Rs. 1,54,523, being the share of goods traffic attributable to Steam Ferry

on the several RAILWAYS during the Year 1888, as compared with the previous Year—*cont.*

COMPANIES—*concluded.*

Kumaun.		Thatón-Duyinzaik.				Total.				Classification Number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous Year.	1888.	Previous Year.	1887.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
12	45	—	—	—	—	107,186	113,511	2,50,902	2,79,264	I.
17	14	—	—	—	—	301	337	2,143	3,489	II.
14	7	—	—	—	—	161	304	1,412	3,451	III.
1,011	1,290	—	—	—	—	7,527	8,476	68,085	80,149	IV.
123	83	—	—	—	—	727	943	7,597	8,132	V.
27	95	—	—	—	—	2,294	2,606	17,615	18,142	VI.
2,703	8,029	—	—	—	—	105,573	136,739	4,46,903	6,36,512	VII.
155	173	—	—	—	—	1,169	1,513	9,576	13,578	VIII.
21	23	—	—	—	—	49	45	464	325	IX.
211	324	—	—	—	—	4,346	4,950	25,558	31,494	X.
—	5	—	—	—	—	399	465	661	1,178	XI.
51	103	—	—	—	—	75	147	482	1,054	XII.
5,350	4,705	—	—	—	—	1,855	1,648	19,044	17,851	XIII.
2,003	1,832	—	—	—	—	5,748	6,291	54,473	61,444	XIV.
580	1,038	—	—	—	—	993	1,338	12,421	16,094	XV.
5,174	6,767	Information not furnished.				44,569	70,298	1,07,050	3,62,933	XVI.
11	13	—	—	—	—	352	741	4,330	8,427	XVII.
—	35	—	—	—	—	53	100	494	1,046	XVIII.
5,756	8,771	—	—	—	—	3,016	5,391	24,734	58,632	XIX.
—	—	—	—	—	—	25,933	13,905	42,247	36,995	XX.
3,660	3,553	—	—	—	—	20,272	22,162	64,721	79,812	XXI.
—	—	—	—	—	—	1,421	3,359	2,173	6,574	XXII.
—	3	—	—	—	—	2	2	18	23	XXIII.
—	—	—	—	—	—	—	—	—	—	XXIV.
290	210	—	—	—	—	709	382	6,159	6,409	XXV.
1,064	1,410	—	—	—	—	9,480	12,159	61,999	67,455	XXVI.
4,723	1,247	—	—	—	—	7,321	2,987	12,175	13,258	XXVII.
475	722	—	—	—	—	7,610	8,348	1,03,053	1,12,965	XXVIII.
6,396	2,106	—	—	—	—	5,799	4,267	17,758	11,698	XXIX.
408	587	—	—	—	—	2,864	5,973	11,639	27,982	XXX.
—	3	—	—	—	—	3	24	33	277	XXXI.
137	311	—	—	—	—	155	231	1,413	1,821	XXXII.
24,382	27,044	—	—	—	—	20,514	27,522	1,04,491	99,214	XXXIII.
72,922	70,548	—	—	—	—	388,364	458,941	15,72,765	20,67,528	Total.

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS therefrom

Classification Number.	Description of Commodity.	His Highness the Nizam's Guaranteed.				Khámgaon.				NATIVE Am.	
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.	
		Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I.	Coal	1,036	2,261	7,842	7,508	—	—	—	—	—	—
II.	Cotton, raw	227	484	2,837	6,997	—	—	—	—	—	—
III.	Cotton, twist and yarn.	1,030	1,101	15,308	16,783	—	—	—	—	—	—
IV.	Cotton piece-goods	2,159	3,024	34,194	32,551	—	—	—	—	—	—
V.	Drugs and Chemicals	386	301	4,337	3,908	—	—	—	—	—	—
VI.	Dyes and Tans	715	1,014	4,260	6,848	—	—	—	—	—	—
VII.	Grains	32,325	46,617	1,53,276	2,44,622	—	—	—	—	—	—
VIII.	Hides and Skins	2,245	1,969	17,534	16,087	—	—	—	—	—	—
IX.	Horns	777	1,458	2,563	4,983	—	—	—	—	—	—
X.	Jute	1,058	1,167	7,895	8,739	—	—	—	—	—	—
XI.	Lac	19	12	168	188	—	—	—	—	—	—
XII.	Leather, manufactured.	55	46	814	695	—	—	—	—	—	—
XIII.	Liquors	1,699	1,708	16,369	16,867	—	—	—	—	—	—
XIV.	Metals	3,620	3,893	32,226	43,609	—	—	—	—	—	—
XV.	Oils	951	1,265	7,263	9,660	—	—	—	—	—	—
XVI.	Oil-Seeds	19,550	23,459	1,02,804	1,15,709	Included with Great Indian Peninsula Railway.				Included with Peninsula	
XVII.	Opium	—	1	4	13	—	—	—	—	—	—
XVIII.	Paper and pasteboard.	320	339	4,506	4,738	—	—	—	—	—	—
XIX.	Provisions	7,358	5,709	60,523	50,234	—	—	—	—	—	—
XX.	Railway plant and rolling-stock.	198,906	192,272	2,17,241	1,44,695	—	—	—	—	—	—
XXI.	Salt	21,916	21,486	98,577	1,01,507	—	—	—	—	—	—
XXII.	Saltpetre	18	39	180	280	—	—	—	—	—	—
XXIII.	Silk, raw	3	—	96	13	—	—	—	—	—	—
XXIV.	Silk piece-goods	15	14	382	330	—	—	—	—	—	—
XXV.	Spices	1,274	1,908	9,184	11,497	—	—	—	—	—	—
XXVI.	Sugar	1,613	1,925	10,998	12,181	—	—	—	—	—	—
XXVII.	Stone and lime	2,986	3,285	13,954	15,981	—	—	—	—	—	—
XXVIII.	Tea	32	26	335	398	—	—	—	—	—	—
XXIX.	Timber	16,213	3,689	48,631	23,510	—	—	—	—	—	—
XXX.	Tobacco	358	536	3,260	5,315	—	—	—	—	—	—
XXXI.	Umbrellas	10	21	98	210	—	—	—	—	—	—
XXXII.	Wool	200	247	2,290	2,980	—	—	—	—	—	—
XXXIII.	All other articles of merchandise	4,332	17,330	47,461	86,384	—	—	—	—	—	—
	Total	325,086	337,686	9,31,776	9,95,430	—	—	—	—	—	—

on the several RAILWAYS during the Year 1888, as compared with the previous Year—*cont.*

STATES.														Classification Number.
ráoti.		His Highness the Gaekwar's.				His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar.				Bhopal-Itársi (Native State Section).				
	Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	
	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
	—	—	27	19	53	37	3	—	3	—	—	—	—	—	I.
	—	—	1,802	1,423	2,929	2,117	2	5	5	17	—	—	—	—	II.
	—	—	75	71	196	185	12	39	16	62	—	—	—	—	III.
	—	—	193	203	566	599	132	214	218	347	—	—	—	—	IV.
	—	—	46	34	117	85	3	11	4	39	—	—	—	—	V.
	—	—	35	37	98	109	44	63	64	93	—	—	—	—	VI.
	—	—	5,077	3,522	8,240	5,646	959	4,870	604	5,680	—	—	—	—	VII.
	—	—	11	19	22	46	6	13	8	—	—	—	—	—	VIII.
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	IX.
	—	—	—	194	—	398	—	203	—	211	—	—	—	—	X.
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XI.
	—	—	10	16	31	50	14	22	112	50	—	—	—	—	XII.
	—	—	7	134	24	407	2	1	3	8	—	—	—	—	XIII.
	—	—	246	339	506	669	535	402	463	401	—	—	—	—	XIV.
	—	—	23	33	53	33	134	198	151	230	—	—	—	—	XV.
	Great Indian Railway.		3,371	1,092	5,332	1,792	2,994	4,569	1,593	2,506	Included with Great Indian Peninsula Railway.				XVI.
	—	—	—	—	—	—	—	—	3	—	—	—	—	—	XVII.
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XVIII.
	—	—	481	727	864	1,559	13	288	13	298	—	—	—	—	XIX.
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XX.
	—	—	1,826	1,823	2,873	3,882	89	396	89	390	—	—	—	—	XXI.
	—	—	3	2	7	3	31	21	30	17	—	—	—	—	XXII.
	—	—	—	—	—	—	—	1	—	2	—	—	—	—	XXIII.
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXIV
	—	—	254	217	650	583	4	12	6	19	—	—	—	—	XXV.
	—	—	265	611	444	1,084	500	1,335	429	1,303	—	—	—	—	XXVI.
	—	—	9,417	2,344	9,574	2,574	113	207	116	186	—	—	—	—	XXVII.
	—	—	—	—	2	1	—	—	—	—	—	—	—	—	XXVIII.
	—	—	2,921	1,785	6,563	4,157	321	678	269	596	—	—	—	—	XXIX.
	—	—	23	44	62	119	50	81	75	99	—	—	—	—	XXX.
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXXI.
	—	—	4	9	15	33	22	25	36	50	—	—	—	—	XXXII.
	—	—	13,023	17,159	26,815	30,093	827	3,069	1,206	2,316	—	—	—	—	XXXIII.
	—	—	39,140	31,856	66,001	55,193	6,880	16,724	5,545	15,009	—	—	—	—	Total.

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS therefrom,

NATIVE

Classification Number.	Description of Commodity.	Bhávnagar-Gondal-Junágarh-Porbandar.				Morvi.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal	4,727	5,547	4,617	5,763	—	184	—	518
II.	Cotton, raw	16,042	18,312	1,22,540	1,36,220	2,643	4,042	20,879	33,520
III.	Cotton, twist and yarn	1,449	323	12,992	2,759	23	20	53	173
IV.	Cotton piece-goods		1,074		10,255	83	119	623	841
V.	Drugs and chemicals	33	55	319	667	2	9	17	73
VI.	Dyes and tans	321	570	5,950	4,011	62	57	313	327
VII.	Grains	23,336	29,907	86,909	1,18,240	1,499	3,260	5,214	12,875
VIII.	Hides and skins	161	161	1,222	1,531	6	6	25	29
IX.	Horns	—	—	—	—	2	7	10	33
X.	Jute	—	1,014	—	5,068	139	147	752	741
XI.	Lac	6	16	46	123	292	128	782	340
XII.	Leather, manufactured	58	42	447	401	1	1	5	5
XIII.	Liquors	75	47	691	589	4	8	39	80
XIV.	Metals	1,911	3,551	14,437	19,076	135	230	783	1,521
XV.	Oils	1,046	1,534	6,554	9,729	46	123	280	875
XVI.	Oil-seeds	4,829	15,330	21,815	23,278	312	367	1,129	1,461
XVII.	Opium	9	14	189	315	7	7	79	63
XVIII.	Paper and paste-board	—	—	—	—	6	15	45	115
XIX.	Provisions	1,984	3,751	6,998	21,528	311	250	1,693	1,458
XX.	Railway plant and rolling-stock	—	—	—	—	—	1,027	—	1,833
XXI.	Salt	2,570	2,590	5,622	5,145	—	—	1	1
XXII.	Saltpetre	21	8	195	81	—	1	2	4
XXIII.	Silk, raw	—	—	—	—	—	—	1	1
XXIV.	Silk piece-goods								
XXV.	Spices	165	166	1,097	1,349	32	52	160	309
XXVI.	Sugar	2,840	3,492	15,268	18,305	294	409	1,678	2,467
XXVII.	Stone and lime	357	574	1,624	2,295	1,026	296	1,683	599
XXVIII.	Tea	2	4	19	35	—	—	1	6
XXIX.	Timber	12,169	12,189	69,600	69,484	140	337	703	1,842
XXX.	Tobacco	448	410	2,603	2,364	133	135	695	839
XXXI.	Umbrellas	—	—	—	—	—	1	—	10
XXXII.	Wool	276	321	1,835	1,885	77	69	764	701
XXXIII.	All other articles of merchandise	6,337	18,603	40,822	71,636	416	372	2,568	2,470
	Total	(a) 80,781	(b) 109,694	(a) 4,30,481	(b) 5,26,935	7,681	11,765	40,968	66,134

(a) Excludes the tonnage of, and receipts from, railway materials.
(b) Includes " " " "

on the several RAILWAYS during the Year 1888, as compared with the previous Year—*concluded.*

STATES—*concluded.*

Jodhpore.				Rájpura-Bhatinda.				Total.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	Previous Year.	1888.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
93	1,201	427	4,929	—	—	—	—	5,936	1,982	12,441	18,118	I.
13	20	163	114	—	—	—	—	20,734	24,287	1,49,353	1,79,045	II.
929	14	5,049	105	—	—	—	—	3,503	1,574	33,614	20,070	III.
	859		5,214	—	—	—	—	2,567	4,491	35,601	49,807	IV.
36	39	332	209	—	—	—	—	506	449	4,176	4,980	V.
588	259	3,316	1,885	—	—	—	—	2,265	2,000	14,701	13,273	VI.
3,336	6,672	12,582	24,004	—	—	—	—	66,532	94,838	2,71,825	4,06,067	VII.
328	233	2,526	1,883	—	—	—	—	2,757	2,401	21,407	19,096	VIII.
—	—	—	7	—	—	—	—	779	1,465	2,571	5,026	IX.
—	—	—	—	—	—	—	—	1,197	26,725	8,647	15,137	X.
—	—	—	—	—	—	—	—	317	156	996	651	XI.
23	33	242	340	—	—	—	—	166	160	1,651	1,550	XII.
15	17	207	136	—	—	—	—	1,802	2,065	17,333	13,177	XIII.
1,306	1,021	3,851	4,276	—	—	—	—	7,743	9,346	52,291	69,552	XIV.
85	87	724	676	—	—	—	—	2,285	3,290	15,030	21,262	XV.
177	113	619	626	—	—	—	—	31,233	34,960	1,53,312	1,45,432	XVI.
41	42	338	440	Included with North-Western Railway.				57	64	613	331	XVII.
—	—	—	—	—	—	—	—	326	374	4,551	4,853	XVIII.
232	1,074	1,870	7,277	—	—	—	—	9,479	11,359	71,956	82,354	XIX.
—	—	—	—	—	—	—	—	198,906	193,299	2,17,241	1,45,923	XX.
11,445	12,769	51,832	52,378	—	—	—	—	37,846	39,004	1,58,994	1,62,303	XXI.
135	117	767	791	—	—	—	—	208	188	1,190	1,176	XXII.
—	—	—	1	—	—	—	—	3	—	96	14	XXIII.
—	—	—	—	—	—	—	—	15	15	333	333	XXIV.
107	111	974	978	—	—	—	—	1,836	2,466	12,071	14,727	XXV.
5,909	6,749	30,105	42,903	—	—	—	—	11,430	14,611	58,023	78,243	XXVI.
4,261	2,537	5,911	4,721	—	—	—	—	17,800	9,243	32,863	26,156	XXVII.
—	—	2	—	—	—	—	—	24	30	359	443	XXVIII.
306	560	1,761	2,594	—	—	—	—	34,079	19,208	1,27,466	1,02,183	XXIX.
568	514	3,491	3,427	—	—	—	—	1,580	1,720	10,186	13,163	XXX.
—	—	—	—	—	—	—	—	10	22	98	220	XXXI.
1,649	1,820	10,602	10,392	—	—	—	—	2,228	2,491	15,551	16,011	XXXII.
6,924	5,867	23,591	19,934	—	—	—	—	31,919	62,399	1,48,463	2,12,833	XXXIII.
38,511	42,667	1,61,283	1,89,308	—	—	—	—	498,859	550,392	16,36,052	18,48,014	Total.

and Revenue and Capital construction traine
" " " "

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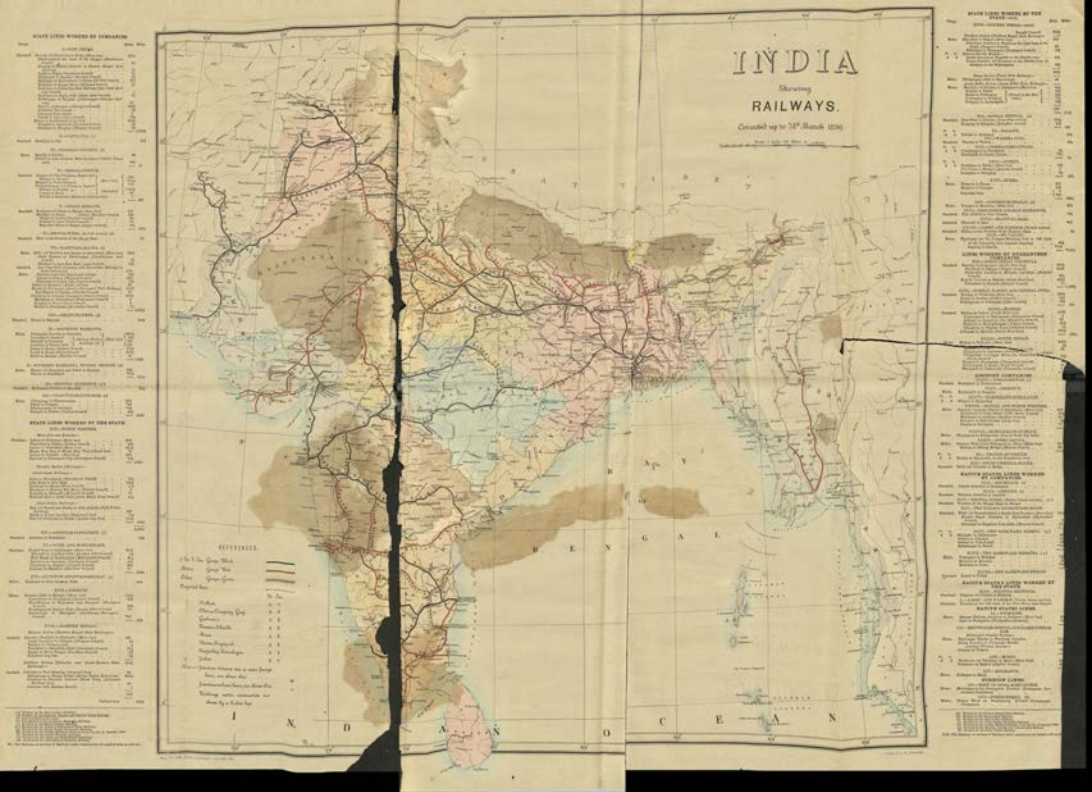
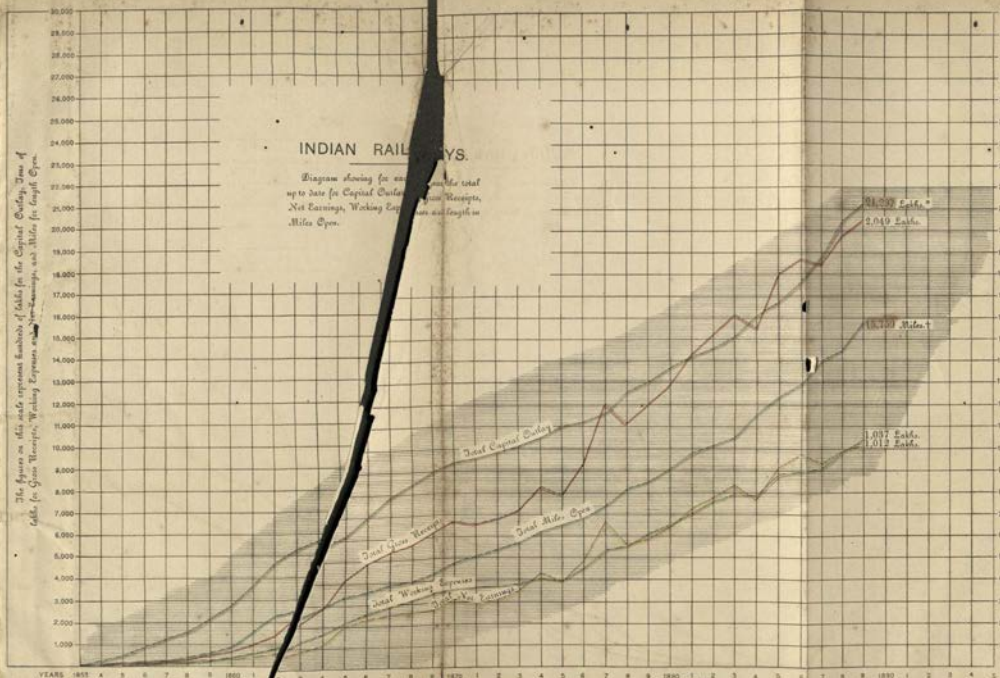
For Her Majesty's Stationery Office.


INDIA
Showing
RAILWAYS.
Corrected up to 31st March 1896
BENGAL
INDIAN OCEAN


INDIAN RAIL YS.
Diagram showing for ea the total up to date for Capital Outla Receipts, Net Earnings, Working Exp and Miles Open.
The figures on this scale represent hundreds of Lakhs for the Capital Outlay, Tons of Lakhs for Gross Receipts, Working Expenses and Net Earnings, and Miles for Length Open.
Total Capital Outlay.
Total Gross Receipts.
Total Miles Open.
Total Working Expenses.
Total Net Earnings.
21,297 Lakhs.*
2,049 Lakhs.
18,109 Miles.†
1,037 Lakhs.
1,012 Lakhs.
YEARS 1853 4 5 6 7 8 9 1860 1 2 3 4 5 6 7 8 9 1870 1 2 3 4 5 6 7 8 9 1880 1 2 3 4 5 6 7 8 9 1890 1 2 3 4 5

		Lakhs.
* Total capital outlay on open lines to the 31st December 1889, with details on pages 30-31	...	21,565
Expenditure on undivided sections, including surveys of lines not yet begun, and interest during construction of the Bengal and North-Western railway	...	747
Depreciation allowed on stores and works w[illegible]	...	5
	Total ...	21,297
† Excludes 10 miles of Foreign lines (Pondich[illegible] and West of India Portuguese), with [illegible] on page 31.		

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No. 749.

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1889-90.

BY

L. CONWAY-GORDON,
[LIEUT.-COL., R.E.]
DIRECTOR GENERAL OF RAILWAYS.

PART I.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

Submitted to the Government of India on the 5th of June 1890.

SIMLA:
PRINTED AT THE GOVERNMENT CENTRAL PRINTING OFFICE.
1890.

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ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1889-90.

PART I.

CHAPTER I.

General.

It is extremely difficult to give a clear idea of the financial transactions of the railways in India. In many cases, the capital has been raised in sterling in England; in a few others the capital has been subscribed in rupees in India; while in the case of all the State railways, the expenditure is met from the general treasury balances of the empire; payments in England being made in sterling, and payments in India in rupee currency. For the conversion of the sterling payments into rupees, no general fixed rate of exchange can be or has been adopted: in the case of the older guaranteed Companies, a rate of exchange of 1*s.* 10*d.* was agreed upon in the contracts; in other contracts other varying rates have been fixed, while for the State railways the exchange varies yearly, roughly following the mercantile rate of exchange. The result is that nearly all statements in connection with capital expenditure, whether the figures be given in sterling or in rupees, have to be accepted subject to such modifications for purposes of comparison, as may be required owing to the rate of exchange adopted in the particular case. The figures showing the Revenue earnings and working expenses are in the main unaffected by exchange, and as stated in rupees may be accepted as accurate.

Classification.

2. Under instructions from Government a new classification of railways has been adopted in the present report. It differs slightly under the main heads from the classification entered in previous reports, inasmuch as it groups branches and main lines together and arranges the railways in a more connected order than has hitherto been done. A fixed number has been given to each railway, so as to admit of a ready comparison of the figures exhibited in the various statements contained in the report.

The heads of classification may be summarised as follows, see Appendix B, pages ii to v:

	No. of railways.
State lines worked by Companies	12
State lines worked by the State	17
Lines worked by guaranteed Companies	4
Lines owned and worked by Assisted Companies	8
Native states lines worked by Companies	7
Native states lines worked by the State	2
Native states lines	4
Foreign lines	2
TOTAL ...	56

In the Financial Statements in chapter VI, and in a few others it has been found necessary to depart to some extent from this classification, and to arrange the lines in groups, according to the sources from which funds have been provided, or according to the authorized classification of the Finance Department.

It may be here explained that the later guaranteed railways, *viz.*, the Bengal-Nágpur, the Indian Midland, and the Southern Mahratta are classified as State lines, because these railways are absolutely the property of the State, which is liable to the Companies only for a stipulated rate of interest on the capital raised. The only difference between these and ordinary State lines is, that in their case

the Government, instead of raising the money itself, raises it through the agency of a Company, to whom the construction and working of the line are also entrusted on certain terms.

The Bengal Central railway, although for convenience classed amongst 'State railways worked by the State,' is the property of the Bengal Central railway Company and is only worked by the State.

Open mileage.

3. The length of railways open for traffic in India at the end of 1888-89 was 15,245¼ miles; during the year 1889-90 the length added was 869¼ miles, so that on the 31st of March 1890 the total length of open line, after allowing for minor corrections of mileage, was 16,095½ miles.

The additions made to the open mileage will be found in the table given in appendix A, page i.

The chief sections opened were—

209¼ miles of the Bengal-Nágpur railway,
165 miles of the Indian Midland railway,
199⅓ miles of the Southern Mahratta railway, including 76½ miles of the Mysore section.

The total length of railway open, 16,095½ miles, is distributed as follows:

State lines worked by Companies	6,006¾	miles.
State lines worked by the State	5,048¾	„
Lines worked by guaranteed Companies	3,243	„
Assisted Companies	595	„
Native states lines worked by Companies	472¾	„
Native states lines worked by the State	124	„
Native states lines	546½	„
Foreign railways	58¾	„

Appendix B, pages ii to vi, shows in detail the lengths of line sanctioned and open for traffic at the end of March. Appendix D, pages x to xiii, shows the annual progress made in opening railways in India, year by year from their commencement.

Subsequent to the close of the year 1889-90 between the 31st of March and the 28th of May 1890 the following new lengths have been opened:

Bellary-Kistna—Nandyál to Cumbum	63	miles.	
Bengal-Nágpur—Ráigarh to Sambalpur	45½	„	
Bengal-Nágpur—Umaria to Birsinghpur	55	„	
Bengal-Nágpur—Chakardharpore to Goilkera	20¾	„	
The Gaekwar's Petlád—Ánand to Petlád	13¼	„	
Eastern Bengal—Ballygunge to Budge-Budge	13½	„	

Extensions of line sanctioned.

4. During the year, sanction was given for the construction of additional mileage to the extent of 413¼ miles, details of which are as follows:

STANDARD GAUGE.

	Miles.	
Military lines—		
Miánwáli to Mári	27	
Sind-Pishin (Chaman Extension)	6	
		33

METRE GAUGE.

Famine lines—		
Dharmavaram to Guntakal	63	
		63
Commercial lines.		
Burma—		
Myohoung to opposite Sagaing	6½	
Sagaing to Kawlin	144	
		150½
British India—		
Bareilly-Pilibhit	55	
Tirhoot Extensions	65	
Bengal and North-Western	7	
		127
Native States—		
Mehsána-Patan	24½	
Mysore-Nanjangod	15¼	
		39¾
TOTAL		413¼

The progress on the standard gauge system was during the year represented by 33 miles of military railway on the North West Frontier, while on the metre gauge the progress in commercial lines is represented by 127 miles in British India, 150½ miles in Burma and 39¾ miles in Native States. In addition to this 63 miles of Famine lines in Madras were sanctioned.

The total sanctioned mileage on the 31st of March 1890 was thus brought up to 17,748¾ miles, showing an increase over the corresponding figures at the end of the previous year, after making certain deductions for lines abandoned, &c., of 242¼ miles.

Works completed and in progress.

5. Of the important bridges mentioned in last year's report as under construction, the bridge over the Chenab near Sher Shah was completed, and opened for traffic on the 1st of February.

The tunnel through the Khwaja-Amran mountains was still in progress. The length of tunnel bored up to the 31st of March was 12,440 feet out of a total of 12,531 feet,* the distance remaining to be driven to unite the east and west advanced headings being 91 feet. It has since been reported that the headings met on the 17th of April 1890.

Principal events.

6. Amongst the principal events which occurred may be noticed the amalgamation of the Southern Mahratta and Mysore railways into one system; the failure of the Jynthee bridge on the chord line of the East Indian railway on the 26th of June 1889; and the passing into law in March of the new Railway Bill as Act IX of 1890.

Cost.

7. Including unfinished lines, the total capital expenditure on all railways up to the 31st of December 1889 amounted to Rs. 21,297 lakhs. In addition to this Rs. 66 lakhs were expended on collieries, surveys of lines not yet begun, and interest on capital during construction of the Bengal and North-Western railway charged to capital, making up the total expenditure on railways under all heads to Rs. 21,363 lakhs. Of this, the capital outlay on all open lines including suspense accounts, was Rs. 20,505 lakhs. The average cost per mile of all open lines was Rs. 1,25,039.

Graphic diagram.

8. The graphic diagram published with this report shows the open mileage, capital outlay, gross earnings, working expenses, and net earnings, from the commencement of railway construction in India to the end of 1889.

Gross earnings.

9. The gross earnings during the calendar year (inclusive of steam-boat services, but exclusive of the West of India Portuguese railway) were Rs. 20,49,36,629. Of this, 31·77 per cent. were earned by the lines worked by guaranteed Companies; 22·25 per cent. by the East Indian railway, including the State branch lines worked by it; 14·92 per cent. by all the other State lines worked by Companies, 26·87 per cent. by the State lines worked by the State, and the balance 4·19 per cent. may be divided between the lines in Native States and the lines owned by Assisted Companies. The distribution of the earnings between coaching, goods, and miscellaneous including steam-boat, may be taken at 33·66 per cent., 63·56 per cent. and 2·78 per cent., respectively.

Passenger traffic.

10. The total number of passengers carried was 110,402,383 as compared with 103,156,013 in 1888, and the earnings from coaching traffic amounted to Rs. 6,89,86,147 as compared with Rs. 6,43,50,321 in 1888.

Tonnage of goods.

11. The aggregate tonnage moved was 22,155,164 tons, as compared with 22,393,202 tons in 1888 and the earnings from goods traffic were Rs. 13,02,66,102 as compared with Rs. 12,79,03,904 in 1888.

Grain and seeds traffic.

12. The traffic in grain and seeds showed a decrease compared with the preceding year of 308,269 tons or 5·27 per cent., the actual figures being—

	Tons.
In 1888	5,847,237†
In 1889	5,538,968

* Length as corrected since issue of last report. † As corrected in returns for 1889.

13. The quantities carried by the important exporting railways were during the past three years as follows:

Wheat traffic.

RAILWAY.	1887.	1888.	1889.
	Tons.	Tons.	Tons.
Great Indian Peninsula	485,175	523,082	272,594
Bombay, Baroda and Central India ...	42,572	92,997	83,264
East Indian	305,987	260,550	177,511
North Western	130,714	298,602	422,870
TOTAL ...	964,428	1,175,231	956,239

While the exports from the three chief ports were—

	1887.	1888.	1889.
	Tons.	Tons.	Tons.
Bombay	468,861*	489,823	310,565
Calcutta	231,715	149,446	78,900
Kurrachee	35,621*	153,479†	350,098
TOTAL ...	736,197	792,748	739,563

14. A comparison of the earnings for the first quarter of 1890 shows some improvement over those of 1888 and 1889:

Approximate earnings, first quarter 1890.

1888	Rs. 5,19,63,877	1st January	to 31st March.
1889	„ *5,30,67,980	„ „	„ 30th March.
1890	„ 5,48,65,538	„ „	„ 29th March.

The figures relating to each railway separately will be found in Appendix C, pages vii and viii.

15. The total working expenses amounted to Rs. 10,37,74,007 or 50·64 per cent. of the gross earnings; the distribution under the different heads being as under: Maintenance, 14·65 per cent.; Locomotive, 16·29 per cent.; Carriage and Wagon, 4·53 per cent.; Traffic, 7·86 per cent.; General, 5·26 per cent.; Steam-boat, 0·49 per cent.; Special and Miscellaneous, 1·56 per cent.

Working expenses.

In making any comparison in the cost of working between English and Indian railways it should be remembered that the latter strictly charge for the carriage of all revenue stores when moved about on the home line, which the former generally do not; consequently there are shown in the accounts of the Indian railways what may be termed fictitious receipts and disbursements which tend to exaggerate the earnings and expenses, and increase the percentage of the working expenses on the gross earnings.

*As corrected in returns for 1888. † As corrected in returns for 1889.

16. The net earnings realised were Rs. 10,11,62,622, giving a return on the open line capital expenditure Rs. 2,05,04,60,994 of 4·93 per cent.

Net earnings.

17. It must, however, be borne in mind that this represents only the statistical result of working. Figures are not yet available showing the financial results to the State for the year 1889-90. The actual financial results to the State of working the Indian railways during the official year 1888-89 are however shown in the following tables. These tables represent a net loss of Rs. 2,09,03,454 as under:

Financial results.

	Rs.	Rs.
Losses—		
Guaranteed railways	87,84,950	
State lines leased to companies, open and unopen	69,81,766	
State railways, military, open	43,18,507	
State railways, military, unopen	3,42,646	
State railways, commercial, open ...	24,13,879	
State railways, commercial, unopen ...	8,21,696	
		2,36,63,444
Gains—		
East Indian railway		27,59,990
Net loss ...		2,09,03,454

The interest charges for the East Indian, Eastern Bengal and North Western railways include annuities paid in England, in which is included a contribution of about 25 lakhs of rupees for a sinking fund that is meant to reproduce the capital at the expiry of the period, for which the annuity is to run, so that on the whole, the net loss in working the entire Indian railway system may be taken at something over 180 lakhs of rupees annually.

The loss on guaranteed railways is mainly attributable to the comparatively high* rate at which the guaranteed interest has to be paid. Under its contracts with guaranteed railway Companies, the State has to pay interest at this rate until the contracts terminate, and it is consequently unable to obtain any advantage from the increasingly easy condition of the money market; that is to say, where the State could now raise money at 3¼, or even 3 per cent., to pay off loans raised at higher rates of interest, it has still to continue to pay interest at or near the high average rate of 4¾ per cent. on the capital raised by the guaranteed Companies; and now, owing to the fall in exchange, the amount of rupees which have to be remitted to England to pay the sterling interest charges, is equivalent to a payment of interest of nearly seven per cent.

STATEMENT NO. 1.

East Indian Railway.

Statement showing results to the State of working for the official year 1888-89.

Serial number.	Railway.	Capital outlay to the 31st of March 1889.	INTEREST AND ANNUITY CHARGES FOR 1888-89.				Net receipts *less* surplus profits paid to company, 1888-89.	Gain.
			STERLING (paid in England).		Paid in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
I	East Indian	39,34,96,846	1,552,863	2,27,53,330	22,97,912	2,50,51,742	2,78,11,732	27,59,990

* Above 4½ per cent. on a capital bearing interest of £49,262,688.

STATEMENT No. 2.

State Railways (Commercial).

Statement showing results to the State of working for the official year 1888-89.

Serial number.	RAILWAY.	Capital outlay to the 31st of March 1889.	INTEREST CHARGES FOR 1888-89.				Net receipts for 1888-89.	Gain or loss (+ or −).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
	COMMERCIAL LINES. (1)—*Open for traffic.*	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
II	Patna-Gya	43,26,474	...	...	1,71,825	1,71,825	2,61,090	+89,265
	Dildárnagar-Gházipur†	*7,06,231	...	...	28,185	28,185	24,085	— 4,100
	Sindia‡	...	...	...	3,68,390	3,68,390	1,93,774	—1,74,616
III	Bareilly-Pilibhit	15,20,858	...	...	60,810	60,810	27,575	—33,235
VI	Bhopal-Itársi (*British section*) ...	*13,10,570	...	...	52,420	52,420	5,340	— 47,080
VII	Rajputana-Malwa	13,00,89,741	...	...	52,43,362	52,43,362	93,34,086	+40,90,724
VIII	Dhond-Manmád	1,09,79,125	...	...	4,38,671	4,38,671	2,55,445	—1,83,226
XII	Villupuram-Guntakal—Nellore branch ...	63,66,757	...	...	2,52,650	2,52,650	—34,936	—2,87,586
XIII	North Western—Commercial section ...	30,80,06,797	571,822	83,78,810	67,21,960	1,51,00,770	88,02,796	—62,97,974
XIV	Amritsar-Pathánkot	56,02,144	...	...	2,23,989	2,23,989	87,385	—1,36,604
XV	Oudh and Rohilkhand§	10,29,99,667	40,073	5,87,180	—7,220	5,79,960	12,02,304	+6,22,344
XVI	Lucknow-Sitapur-Sibrámau ...	33,93,714	...	...	1,52,075	1,52,075	72,748	—79,327
XVII	Tirhoot	2,10,34,137	...	...	8,22,326	8,22,326	7,45,994	—76,332
XVIII	Eastern Bengal	10,50,09,721	155,612	22,80,169	26,91,133	49,71,302	58,04,844	+8,33,542
XX	Nalháti	3,51,183	...	...	13,900	13,900	19,175	+5,275
XXI	Wardha Coal	70,83,241	...	...	2,83,909	2,83,909	2,71,192	— 12,717
XXII	Cherra-Companyganj	7,61,549	...	...	30,138	30,138	—14,962	— 45,100
XXIII	Jorhát	7,25,734	...	...	28,331	28,331	2,571	—25,760
XXIV	Burma	2,97,62,149	...	...	11,73,550	11,73,550	12,43,655	+70,105
	CARRIED OVER ...	74,05,29,792	767,507	1,12,46,159	1,87,50,404	2,99,96,563	2,83,04,161	—16,92,402

* Includes Rs. 60,570 expended by the State on the survey for this line, but not included in the capital account of the rilaway.
† Since incorporated in the East Indian railway.
‡ Transferred to the Indian Midland railway on the 1st of March 1889.
§ For three months only, from the 1st of January to the 31st of March 1889.

STATEMENT No. 2—*contd.*

State Railways (Commercial)—concld.

Serial number.	RAILWAY.	Capital outlay to the 31st of March 1889.	INTEREST CHARGES FOR 1888-89.				Net receipts for 1888-89.	Gain or loss (+ or —).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charges in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	BROUGHT FORWARD ...	74,05,29,792	767,507	1,12,46,159	1,87,50,404	2,99,96,563	2,83,04,161	—16,92,402
	COMMERCIAL LINES—*contd.*							
XXV	Toungoo-Mandalay	2,03,95,051	...	...	6,64,401	6,64,401	—6,440	—6,70,841
	Umaria Colliery	8,29,387	...	...	31,431	31,431	—25,409	—56,840
	Benares Branch*	...	...	...	...	...	6,204	+6,204
	Total open State railways (commercial)	76,17,54,230	767,507	1,12,46,159	1,94,46,236	3,06,92,395	2,82,78,516	—24,13,879
	(2)—*Unopen Lines.*							
XI	Bezváda Extension	13,23,831	...	...	43,603	43,603	...	—43,603
	Villupuram-Guntakal	11,77,735	...	...	29,939	29,939	...	—29,939
	Bellary-Kistna†	1,65,48,952	...	...	6,61,892	6,61,892	...	—6,61,892
	Jammu-Kashmir	1,28,669	...	...	2,573	2,573	...	—2,573
	Stores	11,66,152	...	...	36,190	36,190	...	—36,190
	Vizagapatam-Raipur‡	2,45,035	...	...	9,800	9,800	...	—9,800
	Biláspur-Etawah Survey‡	75,132	...	...	3,010	3,010	...	—3,010
	Ránaghát-Bhagwangola‡	3,02,450	...	...	12,086	12,086	...	—12,086
	Southern Mahratta‡	5,27,071	...	...	21,080	21,080	...	—21,080
	Hindupur Extension‡	39,916	...	...	1,523	1,523	...	—1,523
	Total unopen State railways (commercial)	2,15,34,943	...	...	8,21,696	8,21,696	...	—8,21,696
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (COMMERCIAL).	78,32,89,173	767,507	1,12,46,159	2,02,67,932	3,15,14,091	2,82,78,516	—32,35,575

* This branch line was taken over from the East Indian railway, and a section of it leased to the Oudh and Rohilkhand railway Company from the 1st of October 1887. The net receipts shown, *viz.*, Rs. 6,204 represent rent realized from the latter Company from the 1st of January to the 31st of December 1888, less charges incurred in the protection of the property not leased to the Company.

† The capital expenditure shown against this line represents the amount expended by Government up to the 31st of December 1887 and liabilities incurred up to that date.

‡ Abandoned or in abeyance.

STATEMENT No. 2 A.

State Railways (Military).

Serial number.	RAILWAY.	Capital outlay to the 31st of March 1889.	INTEREST CHARGES FOR 1888-89.				Net receipts for 1888-89.	Gain or loss (+ or —).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	MILITARY LINES.							
	(1) Open for traffic.							
XIII	North Western—							
	Military section	9,82,05,294	...	...	38,22,352	38,22,352	—4,96,155	—43,18,507
	Total open State railways (military)	9,82,05,294	...	...	38,22,352	38,22,352	—4,96,155	—43,18,507
	(2) Unopen Lines.							
	North Western—							
	Chenab bridge	21,27,373	...	...	44,390	44,390	...	—44,390
	Sind-Pishin—Chaman extension	64,21,463	...	...	1,66,335	1,66,335	...	—1,66,335
	Do. Petroleum operations ...	80,857	...	...	1,616	1,616	...	—1,616
	Frontier railways reserve material	27,43,950	...	...	1,30,305	1,30,305	...	—1,30,305
	Total unopen State railways (military)	1,13,73,643	...	...	3,42,646	3,42,646	...	—3,42,646
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (MILITARY).	10,95,78,937	...	...	41,64,998	41,64,998	—4,96,155	—46,61,153
	GRAND TOTAL, STATE RAILWAYS (COMMERCIAL AND MILITARY).	89,28,68,110	767,507	1,12,46,159	2,44,82,930	3,56,79,089	2,77,82,361	—78,96,728

STATEMENT No. 3.

*State Lines Leased to Companies.**

(Imperial lines constructed with capital raised by Companies under contract with the Secretary of State.)

Statement showing results to the State of working for the official year 1888-89.

Serial number.	RAILWAY.	Subscribed capital to the end of 1888-89.	Capital outlay.	INTEREST CHARGES FOR 1888-89.				Net traffic receipts, 1888-89.	Gain or loss (+ or —).
				STERLING (PAID IN ENGLAND).		Paid in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
IV	Bengal-Nágpur	4,502,736	5,86,49,379	161,293	23,63,400	1,94,153	25,57,553	3,64,588	—21,92,965
V	Indian Midland	5,172,929	7,32,59,186	170,293	24,95,282	...	24,95,282	3,86,422	—21,08,860
IX	Southern Mahratta† ...	5,831,163	7,26,79,968	219,271	32,12,930	2,878	32,15,808	10,08,415	—22,07,393
X	Mysore	1,224,000	1,32,56,650	48,000	7,03,340	...	7,03,340	1,12,697	
	Refund by the Mysore Darbar of net charge for interest on *capital expended* on the Mysore railway	...	...	...	...	—4,27,681	—4,27,681	...	—1,62,962
XIX	Bengal Central	1,000,000	93,04,071	35,625	5,22,010	...	5,22,010	2,12,424	—3,09,586
	TOTAL ...	17,730,828	22,71,49,254	634,482	92,96,962	—2,30,650	90,66,312	20,84,546	—69,81,766

* All these railways, except the last, were incomplete and only partially open in 1888-89.
† Includes Bellary-Kistna since the date of transfer from the State, *viz.*, the 1st of January 1888.

STATEMENT No. 4.

Guaranteed Railways.

Statement showing results to the State of working for the official year 1888-89.

Serial number.	RAILWAY.	Capital raised to the end of 1888-89.	Capital withdrawn to the end of 1888-89.	INTEREST CHARGES FOR 1888-89.				Net earnings for 1888-89, *less* surplus profits paid to companies.	Gain or loss (+ or —).
				STERLING (PAID IN ENGLAND).		Interest paid in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.
XXX	Great Indian Peninsula	24,876,664	25,020,069	1,181,826	1,73,17,090	33,484	1,73,50,574	1,76,58,457	+ 3,07,883
XXXI	Bombay, Baroda and Central India	3,557,070	3,704,040	411,578	60,30,780	23,280	60,54,060	61,40,313	+ 86,253
XXXII	Madras	10,669,644	10,619,118	522,393	76,54,530	...	76,54,530	36,30,388	—40,24,142
XXXIII	South Indian ...	4,663,405	4,702,236	213,145	31,23,180	4,791	31,27,971	16,92,526	—14,35,445
	Oudh and Rohilkhand*...	9,268,311†	9,268,311†	368,446	53,98,780	5,160	54,03,940	16,84,441	—37,19,499
	TOTAL ...	58,035,094	58,313,774	2,697,388	3,95,24,360	66,715	3,95,91,075	3,08,06,125	—87,84,950

NOTE.—The interest in rupees comes to nearly 7 per cent. on the total capital raised converted at par, although the average rate of interest payable was under 5 per cent. Had silver remained at par, the interest would have been Rs. 2,70,40,595 and these railways would have shown a surplus of Rs. 87,65,530. This measures the effect of the fall of the price of silver, in connection with the one item of payment of interest.

* Transactions for nine months ending the 31st of December only, on which date this line was transferred to the State. The transactions for the last three months of the year are included under State railways.

† To the 31st of December 1888 when line was purchased by the State. The figures have been entered here for comparison with revenue and charges, but the capital was repaid on the purchase of the line by the State and these amounts have been excluded from the column "Guaranteed railways" in the statement on pages 94 and 95. The amount of "capital raised" includes £1,885,000 advanced by the Secretary of State for the discharge of debentures which fell due during the year.

CHAPTER II.

Works in progress.

East Indian Railway (Standard Gauge).

The principal works in progress and completed during the year were as follows:

The screen walls and enclosures now being generally attached to the native quarters are almost completed.

The work of substituting plate girders for Warren girders at the Bally, Satgong, and Magra bridges has been completed; and that at Bunka nullah is in hand.

The Asansol junction arrangements are nearly finished, excepting the portion relating to the interlocking arrangements.

The Jynthee, Puthroo, and Adjai bridges have been reported on by Mr. Walton, Chief Engineer of the Oudh and Rohilkhand railway, and the reconstruction of the new piers of both Jynthee and Puthroo is in hand; the piers of the Adjai bridge are considered to be safe.

A revised estimate amounting to Rs. 77,446 has been submitted for the Manikpur junction arrangements, which includes an expenditure of Rs. 15,223 already incurred on the works executed for the connection of the East Indian and Indian Midland railways, but not yet sanctioned.

The Moghalsarai junction arrangements, estimated to cost Rs. 94,530, have been completed. The extension of the transhipment platform, covered shed and office, estimated at Rs. 8,509, are in hand.

The Cawnpore junction arrangements are completed, with the exception of a portion of the interlocking apparatus.

An estimate for the Allahabad-Jumna bridge defence works amounting to Rs. 30,595, has been sanctioned, and the necessary funds deposited with the Company. The work is in hand.

An estimate of Rs. 33,019, for improving the Delhi-Jumna bridge defences including supervision charges, was sanctioned, and funds to this extent have been deposited by Government. A revised estimate for Rs. 35,120 has been submitted. The work is now in abeyance, pending sanction to the revised estimate.

Bareilly-Pilibhit State Railway (Metre Gauge).

2. There was no change in the management of this State branch line, which continued to be worked by the agency of the Rohilkhand-Kumaun Railway Company. The line and works were maintained in good order and sustained no damage from floods or other causes. The further capital expenditure was small and limited to the improvement of the roadway over the more important bridges.

Bengal-Nagpur Railway (Standard Gauge).

3. The total open mileage at the end of March 1890 was 501 miles, including 209¼ miles of new line opened for traffic during the year. Besides this there are 150 miles of line laid, but not yet opened for traffic, leaving about 176 miles more of rails still to lay.

The following shows the state of the work on the various sections at the close of the official year:

Nagpur to Raigarh.—Opened for public traffic.

Raigarh to Sambalpur Road.—This section is complete, except the girder-work of the Eeb bridge, 9 spans of 150 feet girders, and the station buildings at Sambalpur Road.

Sambalpur Road to Goilkera.—Earthwork very far advanced; bridging well in progress. All the piers of the Brahmini bridge, 9 spans of 150 feet

girders, well forward. Platelaying in progress at both ends. Labour fairly plentiful. Rails should be at the Brahmini river before the next rains.

Goilkera to Chakardharpore.—Line ready to open for goods traffic. Saranda tunnel heading progressing well. A diversion has been made over the tunnel to enable the platelaying to proceed beyond it.

Chakardharpore to Asansol.—Line opened for public traffic; the girder-work of the Damuda and Subunurekha bridges only remains to be completed.

Biláspur to Khodri.—Work on the Pendra Ghât almost finished. Tunnels three quarters completed. Rails laid for 45 miles from Biláspur.

Khodri to Umaria.—Earthwork completed. Masonry of all bridges except two finished. Girders being erected. Platelaying is in progress from Umaria, twenty five miles have already been laid.

Umaria to Katni.—Line opened for traffic.

Indian Midland Railway (Standard Gauge).

4. The following sections of the Company's undertaking were opened for public traffic:

	Miles.	
Jhánsi to Mau-Ránipur	40	on the 5th of June 1889
Mau-Ránipur to Bánda	78¾	,, the 1st of August 1889
Bína to Saugor	46¼	,, the 5th of June 1889

making with the sections previously opened a total of 603¼ miles constructed and opened since April 1886. In addition to the above, the working of the following lines is in the hands of the Company:

	Miles.
Sindía State Railway (line purchased)	74
Bhopal State Railway (line worked under an agreement with the Government of India)	57

There is thus a total of 734¼ miles worked by the Company, which practically completes the Indian Midland railway system.

Bhopal-Jhánsi section.—This section was opened for public traffic on the 1st of January 1889. The last of the rock cuttings at miles 102 and 106 were opened on the 10th of July 1889. The running shed at Bína (late Itáwa) is finished, with the exception of the centre portion of the roof, the iron-work for which is now on its way out from England. Nearly the whole of the locomotive and traffic yard sidings have been laid, and the construction of additional staff quarters has been commenced. The whole of this section of the line has been fenced.

Jhánsi station division.—The passenger station, overhead foot bridge, open corrugated iron goods-shed, engine shed to hold 24 engines, pits, turntable, institute and the sidings in both traffic and locomotive yards, have been finished. The following staff quarters have been completed:

12 Officers' quarters.
21 Cottages for Upper Subordinates.
50 Units semi-detached blocks for Upper Subordinates.
48 Units married men's quarters, 4 units per block.
48 Units single men's quarters, 6 units per block.
48 Units for native clerks, drivers, &c.
160 Units menials' quarters.

Work has been started at the general workshops; and the boundary wall, main drains, timekeeper's office, gate huts, &c., are practically finished. The ironwork for the shops is under supply from England.

The Locomotive Superintendent's office, and the Stores offices, and the buildings are approaching completion.

The General offices are well advanced, and it is hoped that a portion of the building will be available for occupation before the next rains.

Jhánsi-Mánikpur section.—Additional staff quarters are now being built at Mahoba, the changing station between Jhánsi and Mánikpur.

Rajputana-Malwa State Railway (Metre Gauge).

5. The fencing of the line between Pátál Páni and Kálakhund, *i.e.*, throughout the whole length of the Choral Ghat, has been commenced.

The safety siding at the top of the Choral Ghat, has been removed to the foot of the test incline.

Accommodation for the gangmen along the line is being gradually provided.

Ajmere.—The new hospital is making good progress.

Bhátinda.—A diamond crossing has been put in for the standard gauge, and the metre gauge trains are now running over it. The junction arrangements at this station are also nearly completed, and the overbridge is well in hand.

Delhi.—The junction arrangements for the Delhi-Umballa-Kalka railway are approaching completion, and a complete re-arrangement of the station yard is contemplated to meet the increased traffic at this station.

Sirsa.—A small locomotive workshop is being built; and the institute has just been finished.

Mendu junction.—Two new loop-sidings and a long addition to a blind siding are being put in, as all the shunting of wagons from the transhipment station at Háthras Road junction is effected here.

Southern Mahratta Railway, including Mysore section (Metre Gauge).

6. Throughout both lines a considerable amount of work has been carried out in the way of providing additional goods sheds and sidings at roadside stations, and three new stations have been opened.

Dhárwár.—The new central offices are practically finished, the upper story being now occupied. Large additions have been made to the staff quarters.

Hubli.—The greater part of the work on the shops and stores buildings has been carried out. A new institute and large hospital buildings have also been erected.

Ghorpuri (*Poona*).—It is expected that the Southern Mahratta railway will be able to run its trains into the Great Indian Peninsula railway station at Poona by the end of May, when Ghorpuri station will cease to be the terminus, though it may continue to be used for the cantonments and as a troop station. During the year considerable additions have been made to the staff accommodation.

Miraj.—This station is being enlarged so as to provide for the extra work which will have to be done at it when the Kolhápur line, which joins the Southern Mahratta Railway at this point, is completed.

The *Mysore section* is now completed throughout, and plans and estimates have recently been submitted to the Mysore Darbar for an extension from Mysore to Nanjangod, 15½ miles, which it has been decided is to be made by the agency of the Southern Mahratta railway.

Bellary-Kistna section.—Work is being rapidly pushed on, and notice has been received that the length from Nandyál to Cumbum, now unopened, will be ready for inspection early in May, when the Bellary-Kistna section will be opened throughout from Guntakal to the temporary station at Kistna opposite Bezváda.

Bezváda Extension Railway (Standard Gauge).

7. The Cutlair bridge, one of the remaining large works on the extension, was opened in May 1889. This bridge, which it was found necessary to enlarge after its construction had commenced, consists of eight 60-feet plate girders supported on granite piers and abutments. The maximum height of the undersurface of the girders above the river-bed is 25 feet 7 inches.

A boat dock on the Ellore canal at Bezváda was sanctioned by the Government of India in March 1888, and its execution is being carried out by the Irrigation Branch as a contributary work.

Villupuram-Guntakal State Railway (Metre Gauge).

8. The construction of the sections from Villupuram to Dharmavaram and Tirupati of the Villupuram-Guntakal State railway on the metre gauge, was sanctioned in November 1888. Sanction was given to the length from Dharmavaram to Guntakal in June 1889.

The work is being carried out mainly by Government Engineers, under the direction of the South Indian railway Company. The work on the southern sections is well advanced, and it is anticipated that the line from Villupuram to Tirupati will be opened by January 1891, but that the section between Pákal and Dharmavaram will not be completed before July 1891.

On the length between Dharmavaram and Guntakal, the earthwork was undertaken in 1885-86 as a famine relief work, when this section formed a part of the Hindupur extension project. This embankment was found in places to have been injured by weather and floods, and on construction being started short lengths had to be abandoned to obtain either an improved alignment or a more suitable bridge site. The earthwork of the whole line is now practically completed.

Throughout the greater portion of the line excellent building material is procurable from the stratified granite in close proximity to the various works, but some difficulty has been experienced in procuring suitable materials for lime making.

Plate laying is in progress in some of the southern districts and near Tirupati. About 50 miles of road have already been laid; of this about 35 miles are continuous from Villupuram, the remainder being in short lengths in different districts.

North Western Railway (Standard Gauge).

9. The following is a brief notice of the principal works completed or in progress:

About 1,100 feet of additional waterway have been provided as protection against floods between Sirhind and Saháranpur, and about 640 feet near Lárkhána, where the line was lately seriously threatened by floods from the Indus.

At the request of the Punjab Irrigation Department, a branch line has been constructed about twelve miles in length from Wazirabad to Khanki for the carriage of materials for the Chenab weir.

Two new bridges were also put in between Khairabad and Nowshera to provide additional waterway.

On the project for reducing the grades between Jhelum and Ráwalpindi, work was continued throughout the year, the new re-alignment between miles 145¼-148 has been completed and opened to traffic; considerable progress was also made in reducing the gradients between miles 129-145.

In connection with the arrangements for facilitating troop traffic, a large number of additional crossing stations have been put in; improvements have been made in the watering arrangements and new ashpits built at several stations; and additional sidings provided for entraining and detraining troops at rest camps. Further improvements are under consideration. The Meean Meer chord line has been doubled, and a triangle put in, to enable ten troop trains a day to run each way.

Among smaller works, a third class waiting shed has been erected at Amritsar, and a siding laid to the Arsenal at Ferozepore.

The engine shed at Sukkur has been enlarged consequent on the shed at Rohri having been done away with on the opening of the "Lansdowne" bridge. A double running-room for guards has also been constructed, and improvements carried out in the Sukkur station yard.

Considerable alterations have also been made at the cost of the Patiála Durbar at the Rájpura and Patiála stations in connection with the extension of the branch to Bhátinda. A new bridge of 4 spans 40 feet girders has been put in near Patiála.

Minor improvements have been carried out at Lahore in the carriage shops and stores yard, and additional facilities given for working the increasing traffic at Kurrachee and Kiamari, sidings having been laid into the godowns of several of the merchants at Kurrachee.

The "Lansdowne" bridge has been in constant use for railway traffic since the 27th of March 1889; but to remedy the oscillation of the bridge under foot traffic, additional bracing was ordered from England for the bottom booms. This has now been fixed, and the bridge will shortly be opened for foot and cart traffic.

The line near Bellpat was badly breached during the flood season of 1889, and two boulder dips have consequently been put in.

The Sind-Pishin and Bolan lines suffered severely from floods during the past year, the railway having been in many places absolutely obliterated. In carrying out the repairs on the Sind-Pishin section, the opportunity has been taken to improve the alignment, and considerable progress has been made in the direction of securing the line against future damage. The flood damages on the Bolan have also been, to a great extent, made good in the same manner.

Most of the works sanctioned for the Sind-Pishin section including the Bolan route, to facilitate the movement of troops, have been either practically completed, or are in a forward state.

Considerable progress has been made towards the completion of the Mithri chord line and the re-arrangement of the Sibi station yard.

An experimental artesian boring has been put down at Quetta, and excellent water met with at a depth of about 140 feet, more than sufficient in quantity to supply all the requirements of the railway. Another artesian boring has been started at Bostán, and others are in contemplation at Gulistán and elsewhere.

The regrading of the line between Sibi and Násák Frontier is in progress, and a number of minor works such as palisade fencing at stations, quarters for the staff and gangmen's huts, institute at Sharigh, have been executed.

Good progress has been made with the unfinished works on the Sind-Sagar branch, additional quarters having been built at Lála Músa and extra sidings laid down. Waiting rooms and goods sheds have been added at the more important stations; dead sidings and cross-overs put in; the watering arrangements improved; and flood repairs carried out, this part of the line having suffered severely during the floods of 1889, especially on the Dera Gházi Khan branch.

In April 1889, work on the bridge over the Chenab at Ramuwala was gradually re-commenced after the sudden freshets of February, and continued without intermission until July, when after the completion of four girders, the work of erecting the girders was suspended on account of the floods. Well sinking and masonry work were, however, continued without serious interruption. Girder work was resumed in September, and the bridge was used for goods traffic on the 31st of December, within sixteen months of the work being started. The inspection and testing took place on the 13th of January, and the bridge was opened to traffic on the 1st of February 1890. The junction station at Sher Shah is now practically complete.

The permanent-way has been maintained in good working order, but the light 60 lbs. iron rails laid on the Indus Valley track are severely tried with the present rates of speed and heavy loads. Up to date, 214¾ miles of this permanent-way has been replaced with 75 lbs. flat-footed rails, and 310¼ miles remain to be done. The extent of renewals executed during the last four years has been as follows:

	Miles of track.
1886	61·89
1887	97·08
1888	139·38
1889	151·53

Of the total renewals in 1889, 127·76 miles were with 75 lbs. flat-footed steel rails and steel sleepers, mainly on the Mooltan, Sukkur, and Kurrachee districts. An indent on England for 150 miles of 75 lbs. rails and fastenings is now under compliance for renewals in 1890-91; but on account of the rise in the price of steel, it has been decided to use *deodar* wood instead of steel sleepers.

Oudh and Rohilkhand Railway (Standard Gauge).

10. No new lines or extensions were undertaken during the year.

The following is a list of the principal engineering works which were in progress:

The temporary low level line at Benares on the left bank of the Ganges has been removed.

The grouping of points has been taken in hand at Bareilly, Chandausi and Moradabad.

Extensive protection works are in progress at the Bálawali bridge over the Ganges, and at the bridge over the Ramgunga near Bareilly.

The failure of a portion of the foundations of the Military block house on the south abutment of the "Dufferin" bridge at Benares necessitated the removal of the upper portion of the building. A design for its restoration at a lower height has now been sanctioned by the Military authorities.

All the buildings and houses in connection with the construction of the "Dufferin" bridge at Benares have been removed, and the demolition of the old East Indian railway station has been commenced.

The following is a list of the work done to the rolling stock:

All the third class carriages have been fitted with sunshades.

One hundred and seventy seven third class carriages have been fitted with racks for the carriage of rifles.

Four hundred and seventeen covered goods wagons have been fitted with scroll-iron-and-shackle springs.

Twelve goods vehicles were fitted with side brakes, and others are in hand.

Twenty five second class carriages and twenty five composite carriages are under construction. Most of the iron work has been received from England, and a considerable portion of the woodwork finished.

The following is a statement of the renewals of permanent-way effected during the year:

	Miles.
Relaid with 60 lbs. steel rails	4·77
„ „ 75 „ State railway section	21·12
„ „ 75 „ Company's section	5·86
	31·75

5·94 miles were relaid with steel bowl sleepers, and 33,280 cast iron bowls were renewed.

185 miles of line have been ballasted up to full section with 3 inches of covering between rails and 4 inches outside.

Sufficient brick or kunker has also been collected for full ballasting 73 miles more, leaving only 315 miles on which the ballast is below standard, and for which additional ballast is now being collected.

Out of a total length of 692·54 miles, there are still 350·51 miles of main road laid with 60 lbs. iron rails.

Lucknow-Sitapur-Sihrámau State Railway (Metre Gauge).

11. *Lucknow-Gola section.*—No important or large works on this section were undertaken. Some minor improvements rendered necessary for the comfort of the staff were made to certain of the station buildings, &c., and the refuges on the piers of the Goomti and Gond bridges were completed. There were no failures of works of any description, and the renewals of the permanent-way as usual were very slight. About 60,000 cubic feet of ballast was collected and most of it spread on the line.

Gola-Pilibhit section.—This uncompleted link of 55 miles was taken over for construction by the Rohilkhand-Kumaun railway Company in the month of November 1889, and the following is the state of the work:—The re-staking out and levelling of the line has been completed. Between Gola and Mailáni the earthwork is practically finished and ready for the rails. Masonry is in progress, and sleepers are being carted out and laid on the bank. Plate laying will be begun directly the rails arrive from England. On the rest of the section earthwork has begun and arrangements for brick burning have been made. The construction of temporary quarters for the Resident Engineer and his Staff at Mailáni and for the Assistant Engineers and Subordinate Staff at Shahgarh and Mala is well in hand, and the buildings will be shortly ready for occupation. Arrangements are being made for the construction of such portion of the rolling stock, the iron work for which has been received from England.

Tirhoot State Railway (Metre Gauge).

12. The construction of the proposed branches from Durbhunga to Bairagnia (a distance of 57 miles), and from Pertábganj to the bank of the Kosi River, 8

miles, were taken in hand, and although the sanctions to commence operations on both these lengths were received late in the year, work has been pushed on, and is so far advanced on the former, *i.e.*, the Sitamarhi branch, that it will be possible to run goods trains by the 1st of July; and on the latter, the Kunwa Ghât extension from Pertabganj, passengers and goods will probably be booked through to the Assam-Behar line by about the same date.

Eastern Bengal State Railway (Eastern Section, Standard Gauge).

13. The chief works in progress were the extension of the Assam-Behar section, from Forbesganj to the river Kosi at Ancharâ, 13·68 miles, and the Budge-Budge extension, 13·62 miles, on the Eastern section. This latter was finished during the year, but the total length constructed in that period was only 6·46 miles, as the extension is made up as follows:

	Miles.
Ballygunge Junction to Tolly's Nullah, completed in 1887 ...	2·53
Tolly's Nullah to Akra Junction, constructed by the Port Commissioners and taken over from them	4·63
Akra Junction to Budge-Budge, constructed this year... ...	6·46
	13·62

On the length from Forbesganj to Ancharâ on the river Kosi the earthwork was completed and 11 miles of permanent-way laid. The line is expected to be opened in June 1890.

During the year there were heavy floods in the Mahanuddy valley, and as the waterway between Ráyganj and Katihár proved to be insufficient, several additional flood openings were decided on; material for the sub-structures has been collected, and the work is being vigorously pushed on.

Further additions were made to the staff quarters.

The level crossing at the Russapagla road, on the Budge-Budge extension, was replaced by a bridge, and an overbridge and engine turntable were erected at Náráyanganj, on the Dacca section.

The temporary stations at Sángrámpur, Chángripota and Garia, on the Southern section, were replaced by permanent ones; and at Porádaha junction, a commodious station building is in course of erection to replace the small and inconvenient building now in use.

One of the most important minor works now to be undertaken on the line is the provision of adequate accommodation for the rapidly extending traffic on the Northern section; but although this question received attention during the past year, a great deal still remains to be done for affording the necessary facilities to the trade. New goods sheds were erected at Chitpore, Sára, Saidpur, Domár, Chilháti, Haldibári, Siliguri, Rungpore and Jalpáiguri. Additions were made to the goods sheds at Chirir bandar, Kaugaon and Káliyaganj; and additional goods platforms built up to rail level, were supplied at many of the stations.

Among other minor works executed were—brick platform walls built at Básúldánga, Sangrámpur and Atrai; a new delivery office at Chitpore; and a small institute for the employés at Kánchrapára.

The remodelling of the yards at Kooshtea, Dámukdia and Párbatipur was completed, and additional siding accommodation was supplied at Sangrámpur, Beliaghata, and Sealdah.

The following works were executed at the cost of revenue:

On the Eastern section, 5·66 miles were relaid with 73lbs. steel rails, the total length now relaid being thus brought up to 77¼ miles; on the Northern section 1·85 miles were relaid with 50lbs. rails, making a total length of 26·13 miles thus relaid between Nattore and Sultanpur. Arrangements have been made to push on this work vigorously during the current year.

The following new stations were opened during the year:

Bánpur, between Kissengunge and Rámnagar on the Eastern section.

Nurpur, between Káliyaganj and Ráyganj on the Behar section.

Jamalganj, between Munshiganj and Jaypur Hát on the Northern section, for passengers only.

The river station at Dacca was closed, and a goods station was opened at Postgolla near Dacca, to which place a branch of the railway runs.

Four flats were added to the Sára-Dámukdia Flotilla during the year—two being built at the Government dockyard at Kidderpore, and two purchased from the Tirhoot State railway.

Jorhát State Railway (2' 0" Gauge).

14. A new cold weather line, 3·20 miles long, was constructed from Gosáingáo, as the old line had to be abandoned owing to the Brahmaputra river changing its course.

Burma State Railway, including the Toungoo-Mandalay extension (Metre Gauge).

15. As the extension of the line between Toungoo and Mandalay was opened throughout to public traffic on and from the 1st of March 1889, the following remarks refer to the works executed on the entire system.

The following earth works were in progress on the Toungoo-Mandalay extension:

(*a*) Raising the bank in the 196-198 miles.

(*b*) Forming goods yard on the shore at Mandalay.

The former, started late in the year, was progressing well, and the latter was almost completed. Some work was also done in dressing banks on the extension, and in opening out or widening waterways which had not been completed prior to opening.

The following minor bridges were constructed:

One span of 20 feet at mile 115½ on the Sittang line, put in owing to insufficient waterway.

Three spans of 20 feet at mile 197 on the Toungoo-Mandalay extension.

One span of 20 feet at mile 297-17 on the extension, as the existing waterway there (a 6 feet culvert) proved insufficient to carry off the flood water from the sluice of the Nyaung-Yan tank.

Some expenditure was incurred in completing the large bridges on the extension. The two 40 feet land spans of the Myitnge bridge near Mandalay, mile 374-5, were received from England and erected; a new 40 feet girder bridge was put in hand at mile 342-9 to replace the temporary wooden one previously existing, and was far advanced towards completion by the close of the year. Timber fenders were placed in front of piers of the Swa bridge, mile 190-12, and Ngalike bridge, mile 225-14, on the Toungoo-Mandalay extension; and the Sinthay bridge, mile 250-9, was completed.

On the extension of the line between Godwin's Road and Kemmendine, the 40 feet bridge on 3 feet cast iron screw piles which was begun at the close of last year, and also another bridge of a similar description over another creek, were completed.

During the year Rs. 39,000 was spent in completion of the level crossings on the Toungoo-Mandalay extension, and those unfinished at the close of last year on the suburban lines near Rangoon, have now been got out of hand.

As in previous years, ten miles of old fencing on the Irrawaddy line, which consisted of timber rails, were replaced by strand wire fencing of the usual type, a proportion of the expense of the alteration being debited to the revenue account.

In connection with the estimate for doubling the line between Rangoon and Insein, some expenditure on ballasting has been incurred, and about Rs. 1,10,000 has also been expended in ballasting with stone or shingle, the length on the Toungoo-Mandalay extension which on first opening was ballasted only with sand. About 600,000 cubic feet of stone ballast is still required to complete the ballasting of portions of the Toungoo-Mandalay extension now packed with sand only.

The permanent-way required for doubling the line between Rangoon and Insein and for the extension of the suburban lines at Rangoon was laid during the year. A through siding was put in at Okkan on the Irrawaddy line, and additional siding accommodation has been provided at Yamethin, Mandalay and other stations on the Toungoo-Mandalay extension.

The new station houses, over-bridges, platforms, &c., required in connection with doubling the line between Rangoon and Insein were finished. Alterations

were effected at Toungoo by which a large first class refreshment room was provided, the platform extended and a palisading erected 1,690 feet long to keep out trespassers. The goods shed at Latter street station, Rangoon, was increased in length, and quarters provided in the upper story for the accommodation of the station master. On the Toungoo-Mandalay extension, the chief works carried out were:

At Mandalay.—The completion of station building, the lengthening of the native passengers waiting shed with three refreshment stalls, the substitution of shingles for corrugated iron on the station house, and the building of the goods shed and carriage shed.

At Yamethin.—The palisading, vendors' stalls, approach roads, pointsmen's boxes, latrines and goods platforms were finished, and a goods shed erected.

At Thaybedaung.—A refreshment room was built for the accommodation of first and second class passengers, as well as vendors' stalls for native refreshments.

At other stations.—Many minor works begun last year were finished, consisting chiefly of platforms, latrines, palisadings, approach roads, &c.

The workshop buildings at Insein were completed.

Increased accommodation was provided at selected stations for the menial staff of the traffic and locomotive departments, and one unit quarters for police constables was put in hand at each station between Prome and Toungoo where not already erected. On the Toungoo-Mandalay extension considerable expenditure was incurred in completing quarters for Officers, foremen, permanent-way inspectors, refreshment room managers, drivers, fitters, and menials.

Additional ashpits were put in at the Pegu and Byu watering stations on the Sittang line, and a water column was erected at Pazundaung for use of shunting engines. Arrangements were made for putting in a turntable at Insein for turning the engines of the local trains. The engine sheds at Yamethin and Mandalay were got out of hand. The wells for watering engines at most of the stations on the extension were finished, and a steam pump was fixed in position at Mandalay. Weigh bridges for bogie wagons were erected at Yamethin and Mandalay.

Sind-Pishin, Chaman Extension (Standard Gauge).

16. The earthwork in banks and cuttings has been completely finished, and a double line of rails laid and fully ballasted up to the 17th mile from Gulistán. From that point up to the east entrance of the main tunnel, the earthwork is practically completed, and platelaying will commence at once. From the west entrance to mile 26¾ from Gulistán the earthwork, with the exception of the bank at mile 23 which is being made from the main tunnel spoil, and the bank at mile 26¾, is completed, and the bottom ballast spread. From mile 26¾ to mile 39¼, the earthwork is completed, and one line of rails laid and ballasted. From mile 29¼ to mile 33¼, the second line of rails is laid and ballasted. With the exception of the openings at miles 19·87 and 22·79, all the bridges are ready for the passage of an engine. Between the main tunnel and the New Chaman station, the other works remaining to be finished are the arched cuttings at miles 23·21 and 23·95 and minor tunnels Nos. 1 and 3. The first three are very nearly finished, and the last (minor tunnel No. 3) will be completed by about the end of May.

With regard to the main tunnel, the advanced headings have been driven a length of 12,440 feet out of a total length of 12,531 feet, the progress during the year was 5,070 feet. The total arching completed was 5,997 lineal feet, or 5,370 feet during the year. The distance remaining to be driven to unite the east and west advanced headings is only 91 feet.* Owing to the large quantity of water met with and also to the extremely treacherous nature of the ground in the last 300 feet of the heading, which caused frequent slips and entailed the most careful and heavy timbering, the progress on the headings was very seriously delayed since the middle of November. The bad ground in the headings made it necessary to treble the number of English miners

* It has since been reported that the headings of the tunnel met on the 17th of April 1890.

employed in working them, and the progress of the arching suffered not only from this, but also from the fact that nine of the last engaged batch of miners had to be sent back to England as incompetent.

The stations at Saghai, Shelabagh and Sunzal are completed, with the exception of the signals at the first two.

At New Chaman the station building is up to roof level. The quarters for guards and drivers, clerks and menials are completed, as is also the Post Office. The engine shed and goods platform are well in hand, and the sidings and passenger platform completed.

The through communication between Kila-Abdulla and New Chaman by the temporary lines and inclines over the mountain range is in good working order. Forty eight miles of the frontier railway reserve material is stacked at the west entrance of the main tunnel, and nearly 5 miles at New Chaman.

The works on the Kila-Abdulla-Gulistán section have been completed and made over to the North Western railway.

Miánwáli-Mári State Railway (Standard Gauge).

17. A commencement was made at the end of 1889-90 with the Mári extension, but too late to make much progress. By the end of March, earthwork had begun on all the land acquired, manufacture of bricks and lime had commenced, stores were being collected, and by taking over materials on transfer from the North Western railway the grant for the year was closely worked up to.

Mu Valley State Railway (Metre Gauge).

18. Sanction having been given to the construction of the main line as far north as Kawlin together with that of a branch from Myohoung station on the Toungoo-Mandalay line to a point on the left bank of the Irrawaddy opposite Sagaing, work was started in December 1889, three construction divisions being formed. The progress has been as follows :

First division.—The Myohoung branch line, 6½ miles in length, has been located and two miles of earthwork half finished. From Sagaing to mile 45 the earthwork for 11 miles is finished and for 7 miles is commenced. One 20 feet bridge and one double 2 feet barrel drain are finished, and the foundations of two other bridges are in hand. The staff quarters are in hand, and a re-alignment of the line is being carried out between miles 38 and 45.

Second division from mile 45 to mile 94.—The re-alignments between miles 45 and 56 and between miles 82 and 94 are completed. The earthwork for 14 miles is practically finished, and for 16 miles is in hand. Staff quarters are in hand.

Third division from mile 94 to mile 144.—This division has been re-aligned altogether and the earthwork started. The result of the re-alignment has been the reduction of the length of the line between Sagaing and Kawlin from 149½ miles to 144. The grades have also been considerably flattened, a ruling gradient of 1 in 200 having been obtained against 1 in 70 on the original alignment, while the banks and cuttings have been considerably reduced.

Great Indian Peninsula Railway (Standard Gauge).

19. The double line between Nadgaon and Shegaon has been opened for traffic.

Byculla.—Designs for the new station have been approved and contracts have been given out. Great delay has occurred owing to difficulties in connection with the removal of the Vehar water main running through the station yard.

Sanction has been accorded to the construction of a large semi-circular goods engine shed, which is very much needed; the present engine shed which will be retained for passenger engines, being overcrowded.

Poona.—The arrangements for allowing the Southern Mahratta railway trains to enter into the station are being rapidly pushed forward, and will be completed early next year. Extensive additions to the goods yard are also in hand.

Bhusával.—Large works for remodelling the station, including a new goods station and the quadrupling of the line from the junction, have been sanctioned, and work is being rapidly pushed forward.

Badnera.—The platform has been extended 600 feet, and a loop siding put in to facilitate the working of the Amráoti branch.

Itársi.—Pending sanction to the general scheme for a junction station with the Indian Midland railway, which has been submitted for approval, provisional sanction has been accorded to laying down any sidings that may be immediately required in order to carry on the increased traffic.

Bombay, Baroda and Central India Railway (Standard Gauge).

20. The work of raising the roadway over the large Warren girder bridges, so that the carriage doors when open, may clear the top booms of the girders, was proceeded with and made considerable progress.

The improved arrangements for landing and dealing with stores at Colaba have been completed.

Dádar.—The new quarters for the Bombay, Baroda and Central India and Great Indian Peninsula railway's joint staff were finished.

Bándra.—All works have been completed, except the interlocking of the points and signals.

Parel.—The Locomotive running shed capable of stabling thirty engines has been finished, and brought into use.

Málád.—A trial station midway between Goregaon and Borivli was opened on the 1st of October and will remain open for a year, when the question of making it permanent will be considered.

Madras Railway (Standard Gauge).

21. *Chitrávati bridge, north-west section.*—The new Chitrávati bridge situated at the 212th mile on the north-west section, was opened for traffic on the 6th of March 1890. This bridge consists of 19 openings of 131 feet, affording a lineal waterway of 2,489 feet. The girders, 140 feet in length, are of the Whipple-Murphy type, with a duplex system of bracing, and weigh 146 tons net, or 159½ tons complete with rails and timbering. The abutments with splayed wing-walls are built of fine coursed limestone. The foundations of the south abutment were laid on rock at a depth of 17 feet below ground level. The foundations in the north abutment consist of 5 cast iron cylinders 12 feet in diameter, sunk to rock at a maximum depth of 66 feet. The 18 piers are each composed of a pair of cast iron cylinders, 12 feet in diameter below the general level of the river bed, and 9 feet in diameter above, pitched 18 feet apart. The cylinders of each pier are connected by massive iron bracing boxes filled with concrete. Great difficulty was experienced in sinking the cylinders through an extensive stratum of large boulders. Altogether 1,800 cubic yards of boulders were taken out, the largest stone having a cubic capacity of 35½ feet, an extreme length of 5 feet, and a girth of 10⅔ feet. The bridge was finished on the 2nd of March 1890, in a little more than 22 months from the date of its commencement.

Pennér bridge, north-west section.—The new Pennér bridge consisting of 13 openings of 131 feet, was opened for traffic in October. The cylinders are all bedded on rock at a nearly uniform depth of 50 feet below the river bed; the abutments are carried down to rock or stiff clay. The girders and cylinders are similar to those of the Chitrávati bridge.

Pápaghni bridge, north-west section.—The new Pápaghni bridge of 15 openings of 131 feet, to replace the present bridge of twenty 70-feet openings condemned in 1874, is about to be commenced. The staff and plant released from the Chitrávati and Pennér bridges will be employed. The new work will be located parallel to the existing bridge at a distance of 100 feet from it. From careful borings, the presence of a comparatively level stratum of rock at about 59 feet depth is anticipated. The girders and cylinders will be of the same character as those of the Chitrávati and Pennér bridges.

Kallai bridge, Calicut extension.—The Kallai bridge, which was opened for traffic in May 1889, completed the extension of the south-west section

to Calicut. The bridge consists of three 130-feet girders supported on iron cylinders 12 feet in diameter carried to depths of 53 and 62 feet in the piers. Accommodation is provided for wheel and foot traffic—the former on rail level between the girders, and the latter on one side only on cantilevers 6 inches below rail level. The girders, which are of the Whipple-Murphy type with a double system of bracing, were erected on the banks of the river, and rolled over into their final positions on the piers.

Permanent stations have been built at the following places:

Krishnápuram on the north-west section.
Sévvápet Road on the south-west section.
Tyakal on the Bangalore branch.
Siddhavattam on the north-west section.
Jakkuhacheruvu on the north-west section.

South Indian Railway (Metre Gauge).

22. The extension of the Gadilam bridge by five spans of 100 feet is almost completed. The girders are of the Whipple-Murphy type, and are carried on masonry wells.

At mile 151, a 70-feet girder bridge is in course of construction to replace the original 30-feet opening, the foundations of which were injured by floods. These 70-feet girders formerly belonged to a bridge over the Cuddalore backwater, which was severely damaged in the floods of 1884, and replaced by a bridge of one 150-feet span.

At mile 327, a bridge of three 25-feet openings is to be constructed over the main channel of the Periyár canal.

Up to date about 256 miles of the new permanent-way with the 50-lbs. steel rails, have been laid on the main line. It is estimated that 50 miles of road per annum will require renewal in order to provide sufficient second hand rails for the proper maintenance of the remainder of the line, and it is proposed to adhere to this programme until the main line is laid throughout with 50-lbs. rails.

The trial stations at Unjalúr and Péttai Váytalai on the Erode branch opened in January 1878 and October 1884, respectively, have been converted into permanent stations.

Darjeeling-Himalayan Railway (2' 0" Gauge).

23. The relaying of 6½ miles of line on the Terai section with 40 lbs. iron rails has been finished.

The work of improving the sharpest curves along the line is in progress.

Bengal and North-Western Railway (Metre Gauge).

24. At the Digha transhipment yard a third goods shed, 240 feet long, and an engine shed with ashpits were built and completed during the year, as also a coal platform for the transhipment of coal from the standard to the metre gauge wagons.

The work raising the Gangee bridge, 3 spans of 40 feet, and its approaches, which was begun during the previous year was finished.

The works necessitated by the extraordinary floods of 1888, on the Uska Branch, *viz.*, the flooring of the Dundole and Powa bridges, 5 and 7 spans of 20 feet arches, the re-building of the Gangee and Burhee bridges, the construction of a flood opening of 7 spans of 40 feet and the raising of the line between Bridgmanganj and Uska, were all completed.

The floods of 1888 scoured out a considerable portion of the east bank of the Rapti above spur No. 5 and threatened to overtop the protective bund. A new spur has been constructed further upstream, and the protective bund has been raised 3 feet.

Rohilkhand-Kumaun Railway (Metre Gauge).

25. An extension of the entrance to the station at Káthgodám was completed which will afford shelter to tongas and passengers while waiting at the station. A grain store at Bareilly was also built. The line was kept in good running order, 16,385 *huldu* sleepers having been replaced with *sal* sleepers, and a large quantity of shingle ballast laid down. The south bank of the Kitcha bridge, which was being cut away by the river, was protected with boulders; but further protection is still necessary and is now being arranged for.

Thatón-Duyinzáik Railway (2′ 6″ Gauge).

26. The line is being renewed with sleepers of *pyin'kadoe* wood which are being put down along side of the steel sleepers. It is intended in course of time to relay the whole line with these wooden sleepers.

Delhi-Umballa-Kalka Railway (Standard Gauge).

27. During the year all the necessary land has been acquired, excepting in the district of Karnál. The earthwork in banks and cuttings has been completed, and one half of the ballast collected. Minor bridges and culverts have been completed to girder level, and all the major bridges founded. Girder erection has been commenced in these latter, and a number of the girders put into position.

Eighty miles of rails have been laid, and of this a portion has been ballasted.

Station buildings are in progress, and it is expected that the line will be ready for opening by the 1st of October 1890.

The Gaekwar's State Railways.

28. *Mehsána-Viramgám branch (metre gauge), 40¼ miles.*—This line has made considerable progress and should be ready for opening during the year.

Mehsána-Patan branch, (metre gauge), 24½ miles.—Sanction to the construction of this branch has just been given by the Baroda Darbar, and work is being started. The line will probably be finished by the end of 1890.

Anand-Petlad branch (standard gauge.)—The construction of this line, 13½ miles in length, is now approaching completion, and it will be opened about May next.

Bádádarpur-Bodeli branch (2′ 6″ gauge.)—This line 13 miles in lenth is making good progress and is expected to be opened for traffic in May 1890.

Jammu and Kashmir State Railway (Standard Gauge).

29. The earthwork of the British section was finished, and the permanent-way laid by the end of March 1889.

The earthwork of the Kashmir section and the linking in as far as the Balal bridge was completed in June and to Tawi in December.

The Bhed Nala bridge and three minor bridges were completed in the British section.

In the Jammu section satisfactory progress was made towards the completion of the minor bridges and culverts.

The south abutment of the Tawi bridge and piers Nos. 1 and 2 were concreted with lime and portland cement mortar. Iron well curbs for piers Nos. 3, 4 and 5 were designed and constructed and for Nos. 3 and 4 were set out, and these are all now being sunk.

The line from Sialkot to the Tawi temporary terminus was practically completed, having been opened for public traffic on the 13th of March 1890.

Jodhpore State Railway (Metre Gauge).

30. *Jodhpore-Bikanir Extension.*—Earthwork and ballast has been started on the first 60 miles, and permanent-way materials and rolling stock ordered from England.

Bhávnagar-Gondal-Junágarh-Porbandar State Railway (Metre Gauge).

31. *Jetalsar.*—The station, platform, overbridge and station arrangements are practically finished; the engine shed being also well advanced.

Porbandar.—The station building is rapidly approaching completion. The engine shed and watering arrangements are also nearly finished.

On the Jetalsar-Verával section, the Oojet and Madwanti bridges, that were incomplete at the commencement of the year, are finished. A new bridge has been put in over the Gogar river, which was at first diverted into the Oben.

A temporary extension to the wharves at Porbandar has been laid, to be used for goods traffic.

Kolhápur State Railway (Metre Gauge.)

32. This railway, 28¾ miles long, is being constructed at the cost of the Kolhápur State. It was commenced in 1888, and on its completion, which will probably be in November or December 1890, will be worked as part of the Southern Mahratta railway system.

CHAPTER III.

Lines under survey or projected.

Bengal-Nágpur Railway.

The construction of the Gondia-Bálaghát metre gauge feeder line, which had been sanctioned by the Government, has been stopped pending the consideration of a project to make a standard gauge line connecting Jubbulpore or some station in its neighbourhood with the Bengal-Nágpur railway near Nágpur. Estimates are under preparation for another feeder from Biláspur to Mungeli.

The reconnaissance of a proposed new route for the line from Panchpara to Puri to the south side of the Mahanadi is being carried out.

Moghalsarai-Howrah Railway Survey.

2. This survey was commenced in March 1889, and had for its object the investigation of a project put forward by the Bengal and North-Western Railway Company for a line south of the Grand Trunk road, starting from Moghalsarai and running over part of the proposed Benares-Cuttack railway as far as Purulia on the Bengal-Nágpur railway, and thence direct to Howrah. The same survey parties have also been investigating a project for a line from Sini on the Bengal-Nágpur railway to Howrah *viá* Midnapore. Field work was nearly completed by the end of March 1890.

Grand Chord line Survey.

3. At the instance of the East Indian Railway Company, a survey was undertaken for a direct line of railway from Moghalsarai to Barákar, a distance of 269 miles. The investigation of this route shows that out of the 269 miles, 111 miles will have gradients steeper than 1 in 300 as noted in the margin. The Ghát section which is 16·23 miles in length and lies in the Hazaribagh district has three viaducts of 27, 21 and 18 60-foot arches, the greatest height being 145 feet, and the deepest cutting is about 90 feet. The estimated cost amounts to Rs. 363 lakhs or Rs. 1,35,000 per mile. The project is now under consideration.

11 miles of 1 in 100.
39 " of 1 in 100 to 1 in 150.
61 " of 1 in 150 to 1 in 300.

North Western Railway.

4. *Jamrud Survey.*—The survey from Peshawar to Jamrud has been completed.

Improvement Sibi to Násák Frontier.—The heavy floods of 1889 having caused considerable damage to the Sind-Pishin railway, the opportunity was taken, before repairing the road, of improving the alignment in places, so as to secure a ruling gradient of 1 in 55 between Sibi and Násák Frontier.

Frontier Railway Surveys.—Certain surveys have also been made near the frontier in connection with proposed extensions of the North Western railway.

Eastern Bengal State Railway.

5. There were no surveys of any importance made during the year. An extension from Dámukdía to Rhyta was re-surveyed and staked out with a view to its early construction; and a survey about ¾ mile in length was made from Jalpáiguri to the Teesta, from the opposite bank of which river a private Company proposes to construct a railway through the Western Dooars.

Burma State Railway.

6. Towards the close of the year the sanction of the Government of India was accorded to a survey for a branch line from Meiktila Road station to Myingyan on the left bank of the Irrawaddy.

Mu Valley Survey and Shan Hill reconnaissance.

7. Orders having been given for the survey of a line of railway from Sagaing to Mogaung with a branch to Bhamo, two parties took the field in December 1888. The first party by remaining out till the end of June 1889, was able to locate the line as far as Kawlin, a small civil and police station 144 miles from Sagaing.

This party also made a traverse of a branch line 6½ miles in length from Myohoung (a station 3 miles south of Mandalay on the Toungoo-Mandalay railway) to a point on the left bank of the Irrawaddy and opposite Sagaing by which, together with a steam service across the river, communication might be established between the two railways.

The second party during the season of 1888-89 was engaged in reconnoitring the country north of Kawlin. It was found that a branch line to Bhamo would be a costly undertaking and certainly not a remunerative one, and that to run a short line only as far as Katha on the right bank of the river Irrawaddy would be sufficient, as there is good water communication between Katha and Bhamo.

By the traverse the distance from Kawlin to Mogaung is 153 miles. The Katha branch will probably take off from near Indaw about 53½ miles from Kawlin. This branch line will be about 14 miles in length.

During the present season (1889-90) the work of the party has been confined to locating the line, but it has been found that the work is too heavy to carry out in one season. Only that portion of the main line from Kawlin to Indaw and the branch line from Indaw to Katha is therefore now being undertaken. Of this portion a distance of about 20 miles from Kawlin through the important town of Wuntho to Gyotoung will be located this season. From Gyotoung *viâ* Indaw to Katha, 51 miles, it is anticipated that a reconnaissance will have been made, of two or more alternative routes, one of which can be decided on for location next season.

It was deemed advisable to make a reconnaissance survey from Shwebo or the neighbourhood *viâ* Yeu and Yamautoung to the Chindwin, opposite the mouth of the Myitha river near Kalewa. The results so far known are that up to Yamautoung there will be little or no difficulty in locating a line. Beyond this point several routes have been prospected, but the country between Yamautoung and the Chindwin proves to be very difficult, and so far no suitable route for a railway has been found.

The reconnaissance on the Shan country to the Kunlon ferry leaves little doubt that the difficulties to be encountered across the so called "plateau" have been very considerably underrated, and no feasible route from a point on the Toungoo-Mandalay Railway on to the plateau has yet been discovered. There is still much survey work to be done before any decision can be arrived at regarding a railway through the Shan country to the Chinese frontier.

Bengal and North-Western Railway.

8. *Revilganj branch.*—A short branch from Chupra to Revilganj, 7 miles was surveyed, and sanction to construct the work has been given.

Bahram Ghât branch.—A survey has also been made of a branch from Gonda to Bahram Ghât, about 31½ miles long. The plans and estimates are under preparation.

Bikanir Desert Railway Surveys.

9. The survey of a line about 550 miles in length from Delhi to a point near Umarkot in Sind, was commenced in December 1889. The route followed has been practically a direct line from Delhi *viâ* Charkhi Dádri, a station on the Rewári-Ferozepore railway, to Jaisalmir, leaving Bikanir about 24 miles to the north of the line. From Jaisalmir a south-west course has been followed to a point 12 miles west of Umarkot on the Nara river where the Hyderabad-Umarkot road crosses it, and thence the line can be taken either westwards to Kotri or south-westwards to Kurrachee direct.

The field work of the survey is completed with the exception of about 5 miles at the Delhi end, which was in hand at the close of the year.

Hyderabad-Umarkot Railway Survey.

10. A survey has been made during the year for a railway from Hyderabad in Sind to the western bank of the Nara river opposite Umarkot, a distance of about 75 miles.

Jodhpore State Railway.

11. An agreement between the Government and the Durbars of Marwar and Bikanir was signed on the 13th of July 1889, for the construction of an extension of the Jodhpore Railway to Bikanir. The extension will run direct from Jodhpore to the Kuchâman road station of the Rajputana-Malwa State railway on the Sambhar Lake, with a branch to Bikanir taking off from Phalodi, 60 miles north-east of Jodhpore. The survey of the length from Jodhpore *vid* Phalodi to Bikanir has been going on during the cold weather, and is near completion.

Railway extensions in Mysore.

12. In addition to the Nanjangod extension, about to be commenced, the Mysore Darbar has decided on surveying the following railway extensions:

Nanjangod to Guddalur.

Tumkur to Hindupur.

Birur to Shimoga.

These lines, should they be undertaken, will be constructed by the Mysore Government and then made over for working to the Southern Mahratta railway Company.

Ahmedabad-Prantij Railway.

13. A valuable feeder line has lately been proposed from Ahmedabad to Prantij. The proposal has received the approval of the Government of India, and the survey will shortly be commenced.

Ahmedabad-Dholera Railway.

14. A company has recently started in Ahmedabad to make a light railway along the old trade route; a certain portion of the capital has been subscribed, and a survey is being carried out from Dholera to Ahmedabad.

Phalera-Rewâri Railway.

15. This chord line is being surveyed by the Bombay, Baroda and Central India railway Company.

Jetalsar-Gondal Railway.

16. This branch has again been under consideration, but nothing has yet been settled in the matter.

Surat-Songad Railway.

17. This old project has been re-estimated, and again submitted to the Baroda Darbar, who had asked for further information.

Bombay and South Coast Railway.

18. An application has recently been received for permission to construct a metre gauge railway from Mumbara (near Thana) on the Great Indian Peninsula Railway southwards to Ratnagiri with a possible extension to the Goa frontier, and is under consideration.

Aden Railway.

19. The project for the construction of a line to connect Sheikh Othman, a settlement outside Aden, with Steamer point, is still under consideration.

East Coast Railway Survey.

20. In the working season of 1888 a reconnaissance was made for a line of railway from Bezvada to Cuttack *viâ* Sámalkota, Vizagapatam and Ganjam with branches to Cocanada and Jagannath; and during the working season of 1889-90 a regular survey of this route has been begun and detailed estimates are under preparation.

Bridge over the Kistna river near Bezváda.—Plans and estimates are being prepared for a bridge over the Kistna river at Bezváda on the standard gauge. Borings have disclosed that on the up stream side of the anicut up to a depth of 140 feet there is nothing but sand. A favourable site exists on the down stream side of the anicut, where the bridge will be located.

Máyavaram-Mutupet Railway.

21. The survey, location and estimate for this work have now been completed on behalf of the Local Board of Tanjore. The line starts from Máyavaram station on the South Indian railway, crosses the Negapatam branch at Tiruvallúr, and terminates at Mutupet about 54 miles from the starting point. The construction of the line is in abeyance pending arrangements regarding the raising of the necessary capital.

Nellore-Guntúr Survey.

22. A survey has been undertaken by the Madras railway Company between Nellore and Guntúr, a distance of 140 miles, the cost being met by the Government of Madras. Owing to the nature of the ground near Nellore, and the necessity of accurately fixing the crossing of the Pennér river, there has been some little delay in deciding on the best location of the line.

Tinnevelly-Quilon.

23. Proposals for the construction of this line by a private Company have been under consideration during the past year.

CHAPTER IV.

Collieries.

East Indian Railway.

The entire supply of fuel for the East Indian railway was drawn from the Kurhurbaree and Serampore collieries except for about a month when, owing to breaches caused by heavy rains, some coal had to be obtained by exchange from the New Beerbhoom Coal Company.

The output of the Kurhurbaree and Serampore collieries was 295,710 tons and the despatches 259,378 tons. Throughout the year, the collieries worked short time. On the 31st of December the stock in hand was 51,041 tons.

The cost of output was Rs. 1-9-0 per ton. The issue price per ton to departments was as under—

		Rs.	A.	P.
Steam ...	Kurhurbaree	2	4	6
	Serampore	2	0	0
	Serampore inferior	1	4	0
Ditto Bhadooah		2	0	0
Rubble		2	0	0
Smithy		2	4	0
Soft coke		3	8	0
Hard coke, foundry and locomotive		3	8	0

Foundry coke (the outturn of which is steadily increasing) continues to give satisfaction.

At the Serampore collieries a fire in shaft No. 11 A is giving trouble and a new set of dams has had to be built. The electric light will be re-established as soon as the apparatus is received which is required to complete the installation which failed last year.

The progress at the Jubilee pit has not been encouraging. Pumps (one lifting 190 feet and the other 145 feet) have been established, but there is so much water (one feeder alone giving when first struck 12,000 gallons per hour) that the sinkers will not readily face it.

The plant is all in good order.

Four fatal, 24 serious, and 97 slight accidents occurred during the year.

The health of the work-people was good.

The capital outlay on the Kurhurbaree and Serampore collieries to the 31st of March 1889 amounted to Rs. 7,40,520-14-9 and the expenditure during the year 1889-90 to Rs. 11,540-10-11, the total outlay to the 31st of March 1890 being Rs. 7,52,061-9-8.

Mr. W. H. Parker, the Engineer-in-Chief of the Grand Chord line survey, has surveyed a branch line, 13 miles in length, from Joynagar on the main line into the Jherriah coal field. On this branch the works are moderate and the gradients 1 in 100. This field promises to give even better coal than that obtainable from Kurhurbaree. Two alternative branches from Giridih to the Grand Chord line have also been surveyed.

Cherrapunji.

2. Coal is excavated at Cherrapunji, chiefly for the purposes of the Cherra-Companyganj State railway, and delivered at Therriaghat at a cost of Rs. 13-9-9 per ton. The coal is of superior quality, it contains little sulphur and is well suited for steaming purposes.

Jorhát State Railway.

3. The Jorhát State railway, though it does not itself pass through any of the mineral bearing parts of the district, helps to develope the coal industry worked

by the Assam Railway and Trading Company, by conveying the coal at a cheap rate from the river to inland consumers. The fuel used on the line is coal supplied by the Assam Trading Company delivered at Rs. 13-9-9 per ton at the river terminus of the railway.

Warora Colliery.

4. The total output during the year ended the 31st of March 1890 amounted to 116,000 tons against 132,930 tons in the previous year, thus showing a decrease of 16,930 tons. This is chiefly due to the difficulty experienced in obtaining labour.

The approximate receipts during the year amounted to Rs. 5,12,185, and the approximate expenditure to Rs. 4,03,526, thus showing a net gain of Rs. 1,08,659, equivalent to a return of 7·79 per cent. on a capital outlay of Rs. 13,93,638.

A fire occurred in the south-east 'Broken' stoppings of No. 4 pit on the night of the 25th of December 1889, but was got under on the 27th of the same month. The origin of the fire was traced to the issue of 'stythe' from one of the fire stoppings. The Warora colliery will probably be always liable to fire owing to the tendency the coal has to spontaneous combustion. All that can be done is to exercise a careful watch and to get the fire under as soon as possible after it is discovered.

The following operations have been undertaken during the year:—

A staple has been sunk 33 feet 9 inches deep, out of which drifts are being driven towards Nos. 1 and 3 pits.

No. 1 pit has been sunk 46 feet 9 inches from No. 3 seam. At 147 feet from the surface, the old timbering which had become rotten was taken out, and as the sides were unsafe a curb was put in on which 8½ feet of steining were built.

At No. 2 pit, stoppings Nos. 1, 4, 6, 7, 14 and 16 in No. 2 seam and stopping No. 7 in No. 3 seam north of No. 2 pit have shown fire during the year.

The other stoppings in Nos. 2 and 3 seams are all in fair order. Periodical crushes come on the pillars, stoppings and centre walls in both seams, and they have been strengthened where required.

At No. 3 pit, it was found to be impossible to do anything at the standage workings as the pumps could not keep the water low enough.

The rise 'places' continue to meet the out-crop in No. 5 pit. The main south level in No. 3 seam is 1,974 feet in. The seam is now dipping at the face. If the dip continues it will be impossible to get on further without pumps.

E. 2 borehole has reached a depth of 390 feet. The seams appeared to be met with at 315 feet 3 inches and the white sand-stone under the seams at 351 feet 9 inches. The samples brought out were of a shaly argillacious nature.

Two serious, 10 severe and 5 slight accidents occurred during the year.

The approximate capital outlay on the Warora colliery to the 31st of March 1889 amounted to Rs. 13,40,578 and the capital expenditure during the year 1889-90 to Rs. 53,060, the total outlay to the 31st of March 1890 being Rs. 13,93,638.

Cherla Taluk coal measures.

5. Messrs. Binny & Co., of Madras, have recently applied for a concession of ½ a square mile of land on the left bank of the Godavery near Cherla about 150 miles above Rajahmundry. Should the coal from this field turn out serviceable, it should be of much value to the East Coast railway, when that project is completed, as the coal can be readily transported down the Godavery.

Mohpani Colliery.

6. This colliery is worked by the Nerbudda Coal and Iron Company.

The output of coal at Mohpani during 1889 was 18,094 tons, the greater part of which was disposed of to the Great Indian Peninsula railway, the balance being used up at the colliery. The supply of labour was fairly plentiful, but owing to thin seams having been met with this year, the native miners did not work so satisfactorily as when dealing with thicker seams.

The limited and distorted character of the coal field and the constant

thinning out of the seams render the output most uncertain. It is estimated from proved areas, that the life of the colliery at an outturn of 20,000 tons per annum, cannot be put at more than two years. The prospects of the colliery are thus far from promising. If the whole of the pillars, however, can be worked out, more coal will of course be obtained, and it is possible that under-ground explorations may open up yet more.

The old fire on the north side of the river still smoulders, and that in the No. 2 seam south river workings, which began in 1885, is also smouldering though shut off from air as far as possible. Above this area, in the No. 1 seam, Helen pit, fire occurred in April. This has been sealed off and isolated by cutting out all coal round it in the bords and headways, and it is kept under water by means of dams.

The ventilation of the mine appears to be satisfactory in all respects.

In the opinion of the Manager of the colliery two deep borings are needed in this field in order to set the question of the ultimate prospects of the field at rest, *viz.*, one in the Mulpi plain, either at or near the present No. 14 boring and another between the mines and Gadarwarra where it was the intention of the Government some years ago to have completed a boring which was abandoned at a depth of only 491 feet whilst yet in alluvial deposits.

Of course such borings would be more or less of a speculation, but considering that the coal is known to dip below the alluvial plain north of the anticlinal ridge which bounds the Mohpani field on the north-west, it is perhaps worth while to decide whether this coal continues below the plain on the north or whether it ends abruptly against older rocks below the surface deposits.

The output of the colliery during the year was—

	Tons.
South river workings	14,425
Helen pit	1,020
Old fire workings	2,649
	18,094

The sales and consumption at the colliery were as follows:

	Tons.	Rs.
Sales	16,518	1,45,930
Colliery consumption	1,656	14,553
	18,174	1,60,483
Less last year's stock	80	720
	18,094	1,59,763

The capital outlay to the 31st of March 1889 was £1,20,301 and the further expenditure during 1889-90, Rs. 9,754.

Umaria Colliery.

7. The output of the year has increased to 60,256 tons, as compared with 50,067 tons in the previous year. The total expenditure during the year amounted to Rs. 2,15,000 and the receipts to Rs. 2,64,000, so that the latter exceed the former by Rs. 49,000.

The prospects of the concern have considerably improved during the year. There are now sufficient "places" available to admit of a monthly outturn of 8,000 tons, but the present demands do not reach that quantity. Endeavours, however, are being made to attract more customers.

The Indian Midland railway Company has agreed to take 24,000 tons during the first-half of the current year, and it has intimated that its requirements for the second-half will probably be 12,000 tons. The Great Indian Peninsula railway Company has entered into an agreement to take 30,000 tons during the year; and the Bengal-Nágpur railway Company's requirements and those of other consumers may be placed at 6,000 tons for the year.

The colliery is now being worked economically, and there are good grounds for anticipating that it will before long prove a financial success, but to ensure this an increased demand for the coal is required.

The coal washer was started in October and has given satisfactory results. From experiments on a small scale which were conducted by the Bengal-Nágpur railway, it appears that the value that the washed coal bears to the large coal as a steam producing fuel is as 3 : 5, so that taking the price of the large coal at Rs. 4-12-0 per ton, that of the washed coal should be Rs. 2-13-7. It is, however, sold at Rs. 3 per ton. The washer can turn out 70 tons of washed coal per day of 12 hours, and the cost of the whole process is said to be Re. 0-6-6 per ton. It is found that from 2 tons of slack 1 ton of saleable washed coal is obtained. The balance gives about half a ton of 'duff' coal, very suitable for brick or lime burning, and about the same quantity of pyrites, &c., which is so far as is at present known, quite useless.

The coal washer has solved a difficulty in the disposal of the small coal. Formerly something under 10 per cent. of the output of this class was disposed of and the price had to be kept very low to get any sale at all. But with the washer 50 per cent. of the output of small coal is disposed of at a remunerative price.

The progress in the sinking of No. 4 pit has been fairly satisfactory, and it is probable that it will soon reach its full depth.

Difficulty is still experienced in getting labour. A great improvement in the output has followed the introduction of horses into the pit and with an underground engine for hauling up the dip and more horses where necessary, the work will soon become fairly independent of the tramming labour which is always the most scarce.

Lately dynamite has been used in the pit sinking instead of powder, with the result that nearly double the amount of work is got through.

The whole of the machinery may be said to be in good working order. The fan engine and fan have been completed and the ventilation in the shaft is good. The fan engine delivers 35,000 cubic feet of air per minute which gives more than the usual allowance per man on the actual number employed in the pit.

Two fatal, 13 serious and 21 slight accidents occurred during the year.

One of the fatal accidents occurred above ground, while in the other a man in coming up a shaft in a bucket, lost his hold of the rope and fell down the shaft. Nearly all the other accidents were cases of men getting their hands or limbs crushed by trains, either through their own carelessness or that of their fellows. Many of these accidents were very trivial.

The capital outlay on the Umaria colliery to the 31st of March 1889 amounted to Rs. 8,29,387-10-8 and the expenditure during the year 1889-90 to Rs. 86,000, the total outlay to the 31st of March 1890 being Rs. 9,15,387-10-8.

Bengal-Nágpur Railway.

8. Some good coal was found at the Eeb river during the construction of the Eeb bridge. The Government of India have decided to provide funds to explore the likely area in the neighbourhood.

Singareni Colliery.

9. The Singareni colliery is worked by the Hyderabad-Deccan Company, Limited.

There are now in active operation four inclines and one shaft, from all which coal is drawn. The former are situated upon the out-crop of the seam and connected upon the surface by a tram line to a main 'heapstead' at which the coal is screened and loaded. These inclines are situated at a distance of 2,000 feet apart which affords a large area of coal to each.

The average daily output of coal is at present about 500 tons, the quarterly totals for the past year being as follows:—

	Tons.
Quarter ending June 1889	10,975
" " September 1889	15,276
" " December 1889	23,385
" " March 1890	35,033
TOTAL ...	84,669

The coal is at present worked by 'pillar and stall,' one-third being left to support the roof. The underground workings generally are in an exceedingly safe condition and except where the roof is broken by small faults little or no timber is required. Ventilation is effected at each incline by a furnace and ventilating shaft which afford an ample supply of fresh air in the underground workings.

During the year a large and commodious 'heapstead' has been completed, and fitted with two screens capable of dealing with 800 to 1,000 tons per day, and also with sidings capable of holding a sufficient supply of wagons.

One new incline with air shaft is in progress beyond No. 4 incline and is expected to open up more coal. Borings are being made to determine a suitable site for a pair of shafts at a sufficient distance from the out-crop to give access to new areas of coal supply.

The workshops and machinery have been maintained in an efficient state and are very complete. Two additional Lancashire boilers and a powerful hauling engine at the 'heapstead' have been added during the year.

The water supply is obtained from a series of openings in the river Booga about 3 miles below the colliery and is pumped thence to the works, thus affording an ample supply of good water. An engine and pump have been erected to supply the needs of the increasing population.

The total number of persons employed is at present 1,600.

The general health is excellent. The medical officer and his staff exercise strict supervision over the food and water supply and also over the general cleanliness of the cooly lines.

A well equipped dispensary and hospital have been established with a separate and isolated building for infectious cases. The confidence of the trading class has been evinced by the establishment of a large bazaar of well built houses erected by private individuals, during the last four months, in order to cater for the wants of the population.

Dandot and Khost Collieries on the North Western Railway.

10. The collieries at Khost and Dandot have now been put under the charge of the Executive Engineers in whose divisions they are situated, the post of Executive Engineer of the collieries being abolished.

To obviate the difficulty experienced in working the main mine at Dandot owing to falls from the roof, the main ways have been lined with masonry at a cost of Rs. 20,000. This, combined with an extended use of the rope inclines, has brought about a considerable reduction in the cost of winning coal, a contractor having undertaken from the 1st of March to deliver screened coal in trucks at Kalapani at Rs. 5-8-0 per ton instead of Rs. 8-8-0, the price formerly paid. There is a steady and increasing demand for both small coal and dust for brick burning purposes, the whole quantity produced being disposed of as it becomes available.

The travelling ways necessary to develope the main mine have been opened out and the mine is now in good order. The low-level drainage tunnel was pushed forward and a coal seam 3 feet thick was struck on the 26th of May at a total distance of 780 feet from the mouth of the tunnel. Masonry lining was carried up to 800 feet from the mouth, and arrangements made for ventilating the tunnel by steam power. During March, 667 tons of coal were obtained from the main mine and its outturn will now be gradually increased to 1,500 tons monthly.

The despatches of screened and small coal at Kalapani have been—

	Tons.
Screened	27,014
Small	4,978
TOTAL ...	31,992

The amount sanctioned, for expenditure on block account on the Dandot colliery is Rs. 5,00,000. The outlay to the 31st of March 1889 was Rs. 4,58,716, but owing to credits of Rs. 13,654 and Rs. 51,859 during the year 1889-90 on account of the value of stores returned to stock and profit on the undertaking respectively, the net amount at debit of the block account on the 31st of March 1890 was Rs. 3,93,203.

The despatches from the Khost colliery were as follows :

		Tons.
Large coal	...	7,409
Small „	...	3,011
TOTAL	...	10,420

Now that additional adits to the main seam have been opened out, it is anticipated that a regular monthly out put of 2,000 tons will be obtained. The coal is improving in quality as the workings extend further into the hill, but the additional danger of explosions consequent thereon has necessitated the use of miners' safety lamps, and more attention has to be paid to the proper ventilation of the mine.

As the small coal is utilised at the Khojak tunnel works for brick burning, no further experiments have been made in the manufacture of coke.

The issue price for coal delivered into trucks at Khost is, for screened coal Rs. 15, and for small coal Rs. 8-4-0 per ton.

During the latter part of the year there was considerable mortality among the miners at Khost, but with additional sanitary precautions the health of the mining colony is now more satisfactory.

The amount sanctioned for expenditure on block account on the Khost colliery is Rs. 1,00,000. The outlay to the 31st of March 1889 was Rs. 62,681 and that during the year 1889-90 Rs. 29,073, the total outlay to the 31st of March 1890 being Rs. 91,754; but owing to a credit of Rs. 68,388 on account of profit on the undertaking, the net amount at debit of the block account on that date was Rs. 23,366 only.

Coal near Quetta.

11. Coal has been discovered at Gandak about 8½ miles from Quetta on the Quetta-Kach road. The coal was reported by the Executive Engineer of the North Western railway collieries to be of good quality and easy to work. A concession for working it has since been given to a native contractor, who had already commenced to exploit it.

Coal in Kashmir Territory.

12. Coal was discovered during the year about 40 miles from Jammu which appears, from a sample received, to be suitable for locomotive purposes. The present price, however, Rs. 40 per ton, is prohibitive; but with improved means of transport and better methods of working, this find of coal may prove valuable to the North Western railway.

Khattan Oil works.

13. At Khattan new and shallow wells, *viz.*, No. 6 and No. 7, were drilled to depths of 162 and 350 feet, respectively.

In June arrangements were made for carrying oil by camels from Khattan to Baber Kuch *viâ* the new road between those places, and up to the beginning of the rains in July a considerable amount of oil was raised and sent away from the wells.

During July and August, local rains of an unusual character occurred swamping the wells with water and driving large quantities of oil out of the rocks and borings into the river valley to be swept away by the floods. The swamped

condition of the wells continued for many months—indeed the old water level has not yet been regained. Up to the time of these floods none of the wells had given the slightest signs of failing in their yield of oil, and it is difficult to understand how such serious damage occurred. But even if timely warning had been given, no means could have been adopted by which to prevent the flooding; as the flood waters came from the rocks at the bottom of and below the borings, the water finding its way by means of faults far up the valley to the lower rocks, and coming out, under pressure, from the bore holes and natural springs near by.

In November, No. 7 boring, then 350 feet deep, was selected for trying a deep boring and by the end of March it had been put down to 1,050 feet. Some small shows of oil were met with at various depths. At 995 feet, however, a strong vein of hot mineral water was struck, and it immediately rose to the surface and flowed as an artesian well.

This water is 117° F. temperature; and although some 80 feet more has been drilled since it was struck, it has now effectually stopped further progress, as the temperature of the water is increasing, and so softens the drill poles as to make them useless. The upper rocks penetrated were the usual hard limestones; these are about, 400 feet thick and were followed by about 550 feet of gray and olive shales with succeeding belts of rock composed of thin sandstones, sandy shales and hard gray limestones.

All the rocks below the shales are cretaceous in age and character and as such rocks are not known as oil bearing, it is not deemed advisable to attempt deeper drilling at that locality.

Hopes had been entertained that after the shales were passed, oil would be found in the passage beds between these and the older Mesozoic rocks, particularly as an exposed section of these rocks is visible at a point a few miles east of Khattan. There oil is slowly running from the first hard rock below the shales; the rock contains a thick band of black petroliferous shales (Oxtrea), and is succeeded by several similar bands at short intervals. All the fossils found within this exposure are smeared and marked with petroleum, a fact which points strongly to the animal origin of the petroleum of the locality.

The existence of such vast quantities of hot mineral waters lying under pressure at such depths from the surface, points to the probability of the great bulk of oil which was indigenous to the surrounding rocks having been forced out to the surface by old and now interrupted springs. The oil still remaining is probably that which has not been so forced out, and being favourably situated with reference to the numerous long parallel faults of the district is protected by the containing rocks.

With the plant sent back to Khattan from Kirta *viâ* Baber Kuch another boring No. 8 was started in January last with the view of going as deep as possible, and it has been carried down through the upper rocks with a large bore. At about 120 feet, strong sulphur water was met with and at 380 feet, oil was struck. At the end of March this boring was down to 405 feet and is at present delivering about 15 barrels of oil per diem.

The Wazi water pipe line was completed in the early part of last year and has been a great boon to those who have had to remain at Khattan.

A large tank capable of holding 1,000 barrels of oil was completed at Khattan during the year.

Oil shows have lately been discovered not far from Spintangi, but in the light of recent experiences obtained at Khattan, unless the stratigraphical features turn out to be of a very favourable character, the prospects of obtaining oil in large quantities do not appear hopeful.

The whole of the vast body of shales in Baluchistan seem to be now, or to have been in the past, permeated by thermal sulphurous waters. Over vast areas of the country there are evidences of the overflow of these hot mineral waters to the surface, and it is only under domes and arches favourably situated with reference to faults and foldings that stores of petroleum may be looked for with success.

The Capital outlay on the Khattan oil works to the 31st of March 1889 amounted to Rs. 80,857 and the estimated expenditure during the year 1889-90 to Rs. 97,000, the total outlay to the 31st of March 1890 being Rs. 1,77,857.

Petroleum borings at Kirta.

14. During the early months of 1889 a boring was started at Kirta in the Bolan Pass and, after meeting with several shows of oil, hot water was struck at about 500 feet from the surface, but the caving was so voluminous and persistent that the boring had to be abandoned.

CHAPTER V.

Stores and Rolling Stock.

Stores.

Expenditure in England.—The total expenditure on State railway stores contracted for in England through the agency of the India Office, has been—

	£
A. Iron bridgework	1,371
B. Engineer's plant	8,890
C. Workshop machinery	6,145
D. Permanent-way	199,386
E. Locomotive and rolling stock	224,772
F. Station material and fencing	35,362
G. Tools and stores	108,107
TOTAL	584,033

2. *Expenditure in India.*—The stores purchased locally by the Port Storekeeper, Calcutta, amounted to Rs. 6,27,000. The Port Stores office, Bombay, was closed in May 1889, and the work of landing and shipping stores taken up by the Port Trust, the Director of Marine effecting the local purchases of stores.

3. *Cost of establishment at Ports.*—The cost of the establishment maintained at Calcutta and Bombay was—

	Rs.
Calcutta	20,200
Bombay	5,529
TOTAL	25,729

4. *Ships employed.*—The number of ships employed in bringing out State railway stores, including stores procured for Native States lines, was—

	No.	Tons.	Approximate value of stores received at each Port. Rs.
To Bombay	71	4,153	Not available.
„ Calcutta	83	9,800	16,47,990
„ Kurrachee	72	61,183	74,23,012
„ Rangoon	34	27,730	10,26,703
TOTAL	260	102,866	1,00,97,705*

No State railway stores were landed at the Port of Madras through the agency of the General Superintendent, Public Works Stores.

5. No losses of stores at sea occurred. The procedure hitherto adopted in dealing with such losses is still in force.

6. The value of imported stores held in reserve at Calcutta on the 1st of January 1889 was Rx. 24,983 and the balance at the close of 1889 was Rx. 22,958 showing a decrease of Rx. 2,025.

Rolling Stock.

7. Statements showing details of the number of locomotives and vehicles as well as the total capital cost of the stock on the various lines at the end of 1888 and 1889 are given on the next two pages.

* Excluding Bombay.

Table showing the number and value of locomotives

Serial number.	RAILWAY.	OPEN MILEAGE.		LOCOMOTIVES.		VALUE OF LOCOMOTIVES.		COACHING VEHICLES.		GOODS VEHICLES.	
		On the 31st of December 1888.	On the 31st of December 1889.	Number on the 31st of December 1888.	Number on the 31st of December 1889.	At the end of 1888.	At the end of 1889.	Number on the 31st of December 1889.	Number on the 31st of December 1889.	Number on the 31st of December 1888.	Number on the 31st of December 1889.
	STANDARD GAUGE.					Rs.	Rs.				
	State Lines worked by Companies.										
I	EAST INDIAN (*a*)	1,679·75	1,659·87	576	576	(*b*)	(*b*)	1,209	1,218	8,952	8,954
II	PATNA-GYA	Worked by the East Indian railway				...	...	...	...	...	...
IV.	BENGAL-NÁGPUR (*c*) ...	224·50	293·18	64	59	(*a*) 23,00,657	(*a*) 27,07,546	(*d*) 133	94	(*d*) 1,761	1,298
V	INDIAN MIDLAND (*e*) ...	136·25	734·46	46	93	10,58,032	24,33,080	159	227	840	1,168
VI	BHOPAL-ITÁRSI (BRITISH SECTION)	Worked by the Indian Midland railway				...	...	...	...	...	...
VIII	DHOND-MANMÁD	Worked by the Great Indian Peninsula railway				...	...	...	...	...	...
XI	BEZVÁDA EXTENSION ...	Worked by the Nizam's Guaranteed State railway						...	...	...	...
	TOTAL ...	2,040·50	2,687·51	686	728	33,58,689	51,40,626	1,561	1,539	11,553	11,420
	State Lines worked by the State.										
XIII	NORTH WESTERN (*f*) ...	2,397·98	2,467·71	584	592	1,60,25,377	1,60,75,465	1,386	1,479	9,793	9,794
XIV	AMRITSAR-PATHÁNKOT ...	Worked by the North Western railway				...	...	...	...	...	...
XV	OUDH AND ROHILKHAND ...	692·55	692·55	156	156	37,28,951	37,28,951	401	409	4,377	4,369
XVIII	EASTERN BENGAL (*g*) ...	356·71	356·00	90	92	(*b*)	(*b*)	383	412	1,856	1,856
XIX	BENGAL CENTRAL	Worked by the Eastern Bengal State railway				...	...	...	...	...	...
XXI	WARDHA COAL	45·00	45·00	7	7	(*b*)	(*b*)	13	8	404	404
	TOTAL ...	3,492·24	3,561·26	837	847	1,97,54,328	1,98,04,416	2,183	2,308	16,430	16,423
	Lines worked by Guaranteed Companies.										
XXX	GREAT INDIAN PENINSULA (*f*) ...	1,503·75	1,446·74	560	570	1,77,63,181	1,80,18,278	1,015	1,015	7,737	7,737
XXXI	BOMBAY, BARODA AND CENTRAL INDIA. (*k*)	460·90	460·90	123	127	(*b*)	(*b*)	385	408	3,601	3,604
XXXII	MADRAS	839·27	839·30	151	151	52,31,602	52,31,602	571	572	2,813	2,949
	TOTAL ...	2,803·92	2,746·94	834	848	2,29,94,783	2,32,49,880	1,971	1,995	14,151	14,290
	Assisted Companies.										
XXXIV	TÁRAKESHWAR	Worked by the East Indian railway				...	...	...	...	...	...
	TOTAL ...	...	...	...	...	...	...	...	...	...	...
	Native States Lines worked by Companies.										
XLII	KHÁMGAON	Worked by the Great Indian Peninsula railway				...	...	...	...	...	...
XLIII	AMBÁOTI										
XLIV	BHOPAL ITÁRSI (NATIVE STATES SECTION).	Worked by the Indian Midland railway				...	...	...	...	...	...
XLV	THE NIZAM'S GUARANTEED STATE. (*l*)	305·71	350·67	30	30	10,33,550	10,08,225	100	100	629	639
	TOTAL ...	305·71	350·67	30	30	10,33,550	10,08,225	100	100	629	639
	Native States Lines worked by the State.										
XLIX	RÁJPURA-BHÁTINDA ...	Worked by the North Western railway				...	...	...	...	...	...
	TOTAL ...	...	...	...	...	...	...	...	...	...	...
	TOTAL STANDARD GAUGE ...	8,642·37	9,346·38	2,387	2,453	4,71,41,350 (*m*)	4,92,03,147 (*m*)	(*d*) 5,755	5,942	(*d*) 42,763	42,772

(*a*) Includes the Patna-Gya, Dildarnagar-Ghazipur, Sindia and Tárakeshwar railways for 1888; and the Patna-Gya and Tárakeshwar railways, and the Asansol-Purulia section of the Bengal-Nágpur railway for 1889.
(*b*) Value of engines and vehicles not recorded separately.
(*c*) Excludes the Asansol-Purulia section which is worked by the East Indian railway. The figures for 1888 include the metre gauge stock.
(*d*) Revised figures.
(*e*) Includes the Bhopal-Itársi railway for 1889.
(*f*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda railways.

and vehicles on the various lines.

Cranes.		Brake-vans.		Total number of vehicles.		Value of vehicles.		Total value of rolling-stock.		Railway.	Serial number.
Number on the 31st of December 1888.	Number on the 31st of December 1889.	Number on the 31st of December 1888.	Number on the 31st of December 1889.	Number on the 31st of December 1888.	Number on the 31st of December 1889.	At the end of 1888.	At the end of 1889.	At the end of 1888.	At the end of 1889.		
						Rs.	Rs.	Rs.	Rs.	STANDARD GAUGE.	
										State Lines worked by Companies.	
...	...	341	341	10,502	10,513	(b)	(b)	3,99,02,419	3,99,54,115	East Indian (a)	I
...	...	...	...	...	...	...	...	...	...	Patna-Gya	II
5	5	61	68	(d)1,960	1,465	45,26,324	(n) 50,96,316	(n) 68,26,981	(n) 78,03,862	Bengal-Nágpur (c) ...	IV
2	3	52	67	1,053	1,470	21,77,914	33,32,204	32,35,946	57,65,284	Indian Midland (e) ...	V
...	...	...	...	...	...	...	...	...	...	Bhopal-Itársi (British section)	VI
...	...	...	...	...	...	...	...	...	...	Dhond-Manmád	VIII
...	...	...	...	...	...	...	...	...	...	Bezváda Extension ...	XI
7	13	454	476	13,515	13,448	67,04,238	84,28,520	4,99,65,346	5,35,23,261	Total	
										State Lines worked by the State.	
34	41	471	503	12,684	11,817	3,55,69,962	3,62,60,897	(d) 5,15,95,339	5,23,36,362	North Western (c) ...	XIII
...	...	...	...	...	...	...	...	...	...	Amritsar-Pathánkot ...	XIV
13	13	120	120	4,911	4,911	1,02,63,585	1,04,59,201	1,39,92,536	1,41,88,152	Oudh and Rohilkhand ...	XV
4	4	63	63	2,306	2,335	(b)	(b)	(d) 83,70,638	85,22,390	Eastern Bengal (g) ...	XVIII
...	...	...	...	...	...	...	...	...	...	Bengal Central	XIX
1	1	7	4	425	417	(b)	(b)	8,84,306	(h)8,46,521	Wardha Coal	XXI
52	59	661	690	19,326	19,480	4,58,33,547	4,67,20,098	7,48,12,819	7,58,93,425	Total	
										Lines worked by Guaranteed Companies.	
46	46	586	586	9,384	9,384	1,91,33,666	1,91,33,666	(d) 3,03,96,847	3,71,51,944	Great Indian Peninsula (f) ...	XXX
3	3	84	84	4,073	4,099	(b)	(b)	1,19,63,905	1,53,32,767	Bombay, Baroda and Central India (k)	XXXI
6	6	146	151	3,536	3,678	86,84,041	90,14,748	1,39,15,648	1,42,46,350	Madras	XXXII
55	55	816	821	16,993	17,161	2,78,17,707	2,81,48,414	6,57,76,395	6,67,31,061	Total	
										Assisted Companies.	
...	...	...	...	...	...	...	...	...	...	Tárakeshwar	XXXIV
...	...	...	...	...	...	...	...	...	...	Total	
										Native States Lines worked by Companies.	
...	...	...	...	...	...	...	...	...	...	Khámgaon	XLII
										Amráoti	XLIII
...	...	...	...	...	...	...	...	...	...	Bhopal-Itársi (Native States section).	XLIV
2	2	44	44	775	785	15,32,586	16,03,156	25,66,136	26,11,381	The Nizam's Guaranteed State (l)	XLV
2	2	44	44	775	785	15,32,586	16,03,156	25,66,136	26,11,381	Total	
										Native States Lines worked by the State.	
...	...	...	...	...	...	...	...	...	...	Rájpura-Bhátinda ...	XLIX
...	...	...	...	...	...	...	...	...	...	Total	
116	129	1,975	2,031	(d)50,609	50,874	(m) 8,18,88,078	(m) 8,49,00,188	(d) 19,31,50,696	(d) 19,87,59,128	Total standard gauge.	

(a) Includes the Bengal Central railway.
(b) Decrease due to certain credit items.
(c) Includes the Dhond-Manmad, Bhopal-Itársi, Khámgaon and Amráoti railways for 1888, and the Dhond-Manmád, Khámgaon and Amráoti railways for 1889.
(d) Includes the Parli branch.
(l) Includes the Bezváda extension for 1889.
(m) See footnote (b).
(n) Gross expenditure, i.e., omitting credits on Capital Account.

Table showing the number and value of locomotives

Serial number.	Railway.	Open Mileage.		Locomotives.		Value of Locomotives.		Coaching Vehicles.		Goods Vehicles.	
		On the 31st of December 1888.	On the 31st of December 1889.	Number on the 31st of December 1888.	Number on the 31st of December 1889.	At the end of 1888.	At the end of 1889.	Number on the 31st of December 1888.	Number on the 31st of December 1889.	Number on the 31st of December 1888.	Number on the 31st of December 1889.
	METRE AND SMALLER GAUGES.					Rs.	Rs.				
	State Lines worked by Companies.										
III	Bareilly-Pilibhit ...	Worked by the Rohilkhand-Kumaun railway				...	...	...	...	...	...
VII	Rajputana-Malwa (*a*) ...	1,602·15	1,699·56	415	415	72,91,809	72,91,809	1,282	1,292	7,232	7,244
IX	Southern Mahratta ...	994·13	1,275·03	186	222	40,12,493	43,98,376	465	551	3,211	4,552
X	Southern Mahratta, Mysore section.	Worked by the Southern Mahratta railway					...	...	...	...	...
XII	Villupuram-Guntakal ...	82·77	82·94	10	10	2,14,738	2,14,801	40	40	210	210
	Total ...	2,769·05	3,057·53	611	647	1,15,19,040	1,19,04,986	1,787	1,883	10,653	12,006
	State Lines worked by the State.										
XIII	North Western (*b*) ...	...	...	23	23	5,87,014	5,86,996	19	19	117	72
XVI	Lucknow-Sitapur-Sihrámau ...	104·59	104·59	13	13	2,66,454	2,67,597	58	64	261	255
XVII	Tirhoot	273·00	273·00	45	45	7,28,802	7,20,199	150	159	889	889
XVIII	Eastern Bengal (*c*) ...	441·51	515·41	74	74	13,70,419	13,69,575	302	312	1,338	1,659
XX	Nalháti	27·25	27·25	6	6	(*f*)	(*f*)	10	11	24	28
XXII	Cherra-Companygunj ...	7·50	7·50	4	4	43,934	43,934	4	4	139	139
XXIII	Jorhát	30·60	30·80	5	5	57,531	61,300	11	9	70	70
XXIV	Burma (*g*)	441·00	553·00	97	107	(*f*)	(*f*)	(*e*) 414	523	2,168	2,803
XXV	Toungoo-Mandalay ...	Worked by the Burma State railway				...	...	...	...	...	...
	Total ...	1,325·45	1,511·55	267	277	30,54,157	30,58,601	968	1,101	5,006	5,915
	Lines worked by Guaranteed Companies.										
XXXIII	South Indian (*h*) ...	662·44	662·44	124	124	25,06,942	25,06,942	464	464	2,165	2,174
	Total ...	662·44	662·44	124	124	25,06,942	25,06,942	464	464	2,165	2,174
	Assisted Companies.										
XXXV	Deoghur	4·79	4·79	2	2	25,000	25,000	10	10	(*e*) 8	8
XXXVI	Darjeeling-Himalayan ...	51·00	51·00	12	16	1,92,203	2,61,035	46	47	105	131
XXXVII	Bengal and North-Western	376·00	376·00	60	66	12,91,297	12,91,297	163	163	(*e*) 1,150	1,150
XXXVIII	Rohilkhand-Kumaun (*j*) ...	91·00	91·00	8	8	1,99,280	1,99,920	45	45	181	181
XXXIX	Dibru-Sadiya	78·00	78·00	11	11	(*f*)	(*f*)	14	14	376	378
XL	Thaton-Duyinzáik ...	8·00	8·00	3	3	(*f*)	(*f*)	8	8	(*e*) 37	37
	Total ...	608·79	608·79	96	100	17,08,480	17,77,312	286	287	1,857	1,885
	Native States Lines worked by Companies.										
XLVI	The Gaekwar's Dabhoi ...	58·85	58·85	6	6	(*d*)	(*d*)	30	30	187	187
XLVII	The Gaekwar's Mehsána ...	Worked by the Rajputana Malwa State railway				...	...	...	...	...	...
	Total ...	58·85	58·85	6	6	...	...	30	30	187	187
	Native States Lines.										
LI	Jodhpore	124·00	124·00	5	5	64,851	64,851	34	36	101	100
LII	Bhávnagar-Gondal-Junágarh-Porbandar	208·87	328·98	25	28	3,91,278	6,10,795	111	144	621	800
LIII	Morvi	68·00	68·00	7	10	56,229	67,380	24	29	93	111
	Total ...	400·87	520·98	37	43	5,12,358	7,43,026	169	209	815	1,011
	Foreign Lines.										
LV	West of India Portuguese ...	51·09	51·09	12	12	4,00,351	4,00,925	24	24	115	115
LVI	Pondicherry	Worked by the South Indian railway				...	...	...	...	...	...
	Total ...	51·09	51·09	12	12	4,00,351	4,00,925	24	24	115	115
	Total narrow gauge ...	5,876·54	6,471·23	1,153	1,209	1,97,01,328 (*b*)	2,03,91,792 (*b*)	3,728 (*e*)	3,998	(*e*) 20,798	23,293

(*a*) Includes the Gaekwar's Mehsána railway.
(*b*) Includes the stock formerly used on the Salt branch of the late Punjab Northern State railway and on the Ferozepore tramway.
(*c*) Revised figures.
(*d*) Decrease due to certain "Credit" items.
(*e*) Represents the figures of the Northern Bengal, Dacca, Assam-Behar and Kaunia-Dharlla State railways.

and vehicles on the various lines—concld.

Cranes.		Brake-vans.		Total number of vehicles.		Value of vehicles.		Total value of rolling stock.		Railway.	Serial number.
Number on the 31st of December 1888.	Number on the 31st of December 1889.	Number on the 31st of December 1888.	Number on the 31st of December 1889.	Number on the 31st of December 1888.	Number on the 31st of December 1889.	At the end of 1888.	At the end of 1889.	At the end of 1888.	At the end of 1889.		
						Rs.	Rs.	Rs.	Rs.	METRE AND SMALLER GAUGES.	
										State Lines worked by Companies.	
...	...	...	...	...	...	...	...	...	...	Bareilly-Pilibhit ...	III
26	26	279	279	8,819	8,841	1,28,68,561	1,29,57,181	2,01,60,370	2,02,48,990	Rajputana-Malwa (*a*) ...	VII
18	22	104	159	3,798	5,281	50,62,509	73,75,230	90,75,002	1,17,73,003	Southern Mahratta ...	IX
...	...	...	...	...	...	...	...	...	...	Southern Mahratta, Mysore section.	X
2	2	8	8	260	260	3,33,245	3,47,437	5,47,983	5,62,238	Villupuram-Guntakal ...	XII
46	50	391	446	12,877	14,385	1,82,64,315	2,06,79,848	2,97,83,355	3,25,84,334	Total	
										State Lines worked by the State.	
...	...	1	1	137	92	4,29,552	4,28,352	10,16,566 (*e*)	10,15,348 (*d*)	North Western (*b*) ...	XIII
2	2	12	12	333	333	3,95,279	3,91,620	6,61,733	6,59,217 (*d*)	Lucknow-Sitapur-Sihramau ...	XVI
...	7	31	31	1,070	1,086	15,56,654	15,69,428	22,85,456	22,98,627	Tirhoot	XVII
10	10	48	48	1,698	2,029	29,08,392	34,14,237	42,78,811	47,83,812	Eastern Bengal (*c*) ...	XVIII
...	...	2	2	36	41	(*f*)	(*f*)	46,916	46,916	Nalhati	XX
...	...	...	...	143	143	48,979	48,979	92,913	92,913	Cherra-Companyganj ...	XXII
...	1	1	...	82	80	72,708	71,419	1,30,242	1,32,719	Jorhat	XXIII
13	14	(*c*) 110	112	2,705	3,452	(*f*)	(*f*)	60,93,355	74,88,569	Burma (*g*)	XXIV
...	...	...	...	...	...	...	...	...	...	Toungoo-Mandalay ...	XXV
25	34	205	206	6,204	7,256	54,11,564	50,24,035	1,46,06,595	1,65,18,121	Total	
										Lines worked by Guaranteed Companies.	
1	1	91	97	2,721	2,736	42,37,725	42,89,967	67,44,667	67,96,909	South Indian (*h*)	XXXIII
1	1	91	97	2,721	2,736	42,37,725	42,89,967	67,44,667	67,96,909	Total	
										Assisted Companies:	
...	...	2	2	(*c*) 20	20	49,237	49,237	74,237	74,237	Deoghur	XXXV
...	...	...	...	151	178	1,72,878	1,92,270	3,65,081	4,53,305	Darjeeling-Himalayan ...	XXXVI
5	5	36	36	(*c*) 1,354	1,354	19,67,715	19,74,517	32,59,012	32,65,814	Bengal and North-Western	XXXVII
2	2	12	12	240	240	4,14,264	4,14,264	6,14,244	6,14,244	Rohilkhand-Kumaun (*j*) ...	XXXVIII
...	...	12	12	402	404	(*f*)	(*f*)	7,01,961	7,03,411	Dibru-Sadiya	XXXIX
...	...	1	1	(*c*) 46	46	(*f*)	(*f*)	63,000	63,000	Thaton-Duyinzaik ...	XL
7	7	63	63	2,213	2,242	26,04,094	26,30,288	50,77,535	51,74,011	Total	
										Native States Lines worked by Companies.	
...	...	6	6	223	223	(*f*)	(*f*)	1,62,233	1,62,382	The Gaekwar's Dabhoi ...	XLVI
...	...	...	...	...	...	...	...	...	...	The Gaekwar's Mehsana ...	XLVII
...	...	6	6	223	223	...	...	1,62,233	1,62,382	Total	
										Native States Lines.	
...	...	4	4	139	140	2,51,879	2,44,490	3,16,730	3,09,341 (*d*)	Jodhpore	LI
2	2	24	30	753	976	8,30,161	14,14,107	12,21,439	20,54,902	Bhavnagar-Gondal-Junagarh-Porbandar	LII
...	...	2	4	119	144	1,45,052	1,23,992	(*c*) 2,01,281	(*k*) 1,91,372	Morvi	LIII
2	2	30	38	1,016	1,260	12,27,092	18,12,589	17,39,450	25,55,615	Total	
										Foreign Lines.	
...	1	9	9	148	149	2,70,034	2,70,775	6,70,385	6,71,700	West of India Portuguese ...	LV
...	...	...	...	...	...	...	...	...	...	Pondicherry	LVI
...	1	9	9	148	149	2,70,034	2,70,775	6,70,385	6,71,700	Total	
81	95	(*c*) 795	865	(*c*)25,402	28,251	(*l*) 3,20,14,824	(*l*) 3,56,07,502	(*c*) 5,87,84,217	6,44,63,572	Total narrow gauge ...	

(*f*) Value of engines and vehicles not recorded separately.
(*g*) Includes the Toungoo-Mandalay railway.
(*h*) Includes the Pondicherry railway.
(*j*) Includes the Bareilly-Pilibhit State railway.
(*k*) Decrease due to a portion of the stock having been transferred and charged to other work.
(*l*) See footnote (*d*).

Brakes.

8. Sanction having been received to the fitting of the automatic vacuum brake to a sufficient amount of the rolling-stock on the North Western railway to meet a continuous troop traffic over the Lahore, Peshawar, Sibi-Quetta *viâ* Bolan, and Sibi-Killa-Abdulla sections, indents were sent to England for the necessary material, and the work is now in hand.

Ambulance carriages.

9. As regards ambulance carriages on standard gauge lines it has been decided that—

(i) on guaranteed railways 5 per cent. of all renewals of 3rd class stock are to be adapted for ambulance purposes;

(ii) on the Indian Midland and Bengal-Nágpur railways 10 per cent. of the 3rd class stock provided are to be ambulance carriages;

(iii) on Imperial State railways all new third class carriages are to be ambulance carriages (except bogies which are unsuited for ambulance work owing to their structure) and 5 per cent. of renewals are to be adapted for ambulance purposes;

(iv) on Provincial State lines:

(*a*) 5 per cent. of renewals are to be adapted for ambulance purposes;

(*b*) at least 5 per cent. of new stock are to be ambulance carriages.

Couplings.

10. All standard gauge lines in India, with the exception of the East Indian railway and the Madras railway, have couplings at both ends of all their passenger stock. Most of the coaching stock of the latter line is, however, also fitted with couplings at both ends.

The goods stock of the following lines have couplings at only one end:

East Indian railway.
Madras railway.
Great Indian Peninsula railway (excepting timber trucks).
Bombay, Baroda and Central India railway.
Bengal-Nágpur railway.

The goods stock on the remaining broad gauge lines have couplings at both ends with the exception of the North Western railway. A large amount of goods stock, however, on the latter line is already so fitted, and the remainder is being fitted.

CHAPTER VI.

Capital.

The total Capital expenditure on Indian Railways up to the 31st of December 1889, including lines under construction and survey, &c., amounted to Rs. 213,63,21,098 allocated as follows:

	Rs.	£
State Railways—*vide* details on page 46 ...	122,72,59,436	
State lines leased to Companies, page 50 ...	24,84,94,364	... 19,780,944
Guaranteed Railways, ... page 50 ...	53,57,55,242	... 49,316,668
Subsidized Company, ... page 50 ...	23,96,624	... 193,159
Assisted Companies	4,20,60,463*	
Native States, ... page 48 ...	7,37,44,938	
	212,97,11,067	
Surveys, ... page 46 ...	32,82,526	
Collieries, ... page 46 ...	22,37,491†	
Interest on Capital, Bengal and North Western Railway, during construction, charged to Capital Account	10,90,014	
	213,63,21,098	

The sterling equivalent of the expenditure on Guaranteed lines, on State lines leased to Companies, and on the Rohilkhand-Kumaun railway is also given, the rupee outlay being converted into sterling at the rates of exchange applicable in each case. On State lines the indirect charges, *i.e.*, leave and pension allowances and capitalized value of abatement of land revenue, are not included.

2. Up to the 31st of December 1889 the total amount of capital raised by the various guaranteed railway Companies, was £49,417,203, and for State lines leased to Companies, £20,639,854, or in all £70,057,057 as under:

STATEMENT No. 6.

Guaranteed Railways.

Particulars.	XXX. Great Indian Peninsula railway.	XXXI. Bombay, Baroda and Central India railway.	XXXII. Madras railway.	XXXIII. South Indian railway.	TOTAL.
	£	£	£	£	£
Share Capital @ 5 per cent.	20,000,000	7,550,300	8,757,670	3,066,344	39,374,314
Share Capital @ 4¾ per cent.	...	...	999,960	142,164	1,142,124
Share Capital @ 4½ per cent.	...	...	500,000	...	500,000
Debentures @ 4 per cent.	...	...	102,200	...	102,200
Debentures @ 3½ per cent.	1,847,300	788,500	237,800	756,300	3,629,900
Debentures @ 3¼ per cent.	564,000	450,000	60,000	313,700	1,387,700
Debenture Stock @ 4½ per cent.	...	...	...	425,000	425,000
Debenture Stock raised @ 4 per cent.	2,701,450	...	...	...	2,701,450
Capital not bearing interest ...	64,183	18,419	12,014	59,899	154[illegible]5
TOTAL ...	25,176,933	8,807,219	10,669,644	4,763,407	49,417,203

* As per details on page 91, excluding Rohilkhand-Kumaun railway shewn above under Subsidized Company ... ... Rs. 3,61,12,412
Add line in course of construction, Bengal and North-Western railway ... ... „ 57,716
Add Delhi-Umballa-Kalka railway (under construction) ... ... „ 58,90,335
TOTAL ... „ 4,20,60,463

† The expenditure on the Warora and Umaria collieries is included here, as it has been charged to railway grants, and is classified under railways in the Finance and Revenue Accounts.

The Capital not bearing interest is made up thus—

	£	£	£
Premium on Share Capital and Debentures			404,906
Discount on Debenture Stock—			
Stock represented as shown above ...	3,126,450		
Cash received	2,900,559		
		225,891	
Discount on Debentures—			
Amount of debentures as shown above ...	5,119,800		
Cash received	5,095,300		
		24,500	
Total discount			250,391
Balance Excess premium			154,515

STATEMENT No. 7.

State Lines leased to Companies.

Particulars.	IV. Bengal-Nagpur railway.	V. Indian Midland railway.	IX. Southern Mahratta railway (including Bellary-Kistna railway).	X. Mysore railway.	XIX. Bengal Central railway.	Total.
	£	£	£	£	£	£
Share Capital @ 4 per cent.	3,000,000	3,000,000	*3,500,000	...	...	9,500,000
Share Capital @ 3½ per cent.	...	...	...	...	500,000	500,000
Advances from money raised under Act 51 Vict., cap. 5 ...	1,200,000	600,000	523,000	...	500,000	2,823,000
Debentures @ 3½ per cent.	1,000,000	1,000,000	2,300,000	...	...	4,300,000
Debentures @ 3¼ per cent.	500,000	1,754,100	...	...	...	2,254,100
Debenture Stock @ 4 per cent. ...	...	...	...	1,200,000	...	1,200,000
Capital not bearing interest	5,781	2,016	30,957	24,000	....	62,754
TOTAL ...	5,705,781	6,356,116	6,353,957	1,224,000	1,000,000	20,639,854

* 4 per cent. up to the 31st of December 1890, thereafter 3¼ per cent.

3. The following tables contain further information in detail regarding the Capital transactions of the different Railways.

STATEMENT No. 8.

Statement of Debenture Loans on the 31st of December 1889.

Serial number.	Railway.	Amounts.		Rate of Interest.	Date at which loan expires.	Remarks.
		£				
	Guaranteed.					
XXX	Great Indian Peninsula	1,000,000	...	3½	30th June 1890	
		2,100	...	3½	31st December 1890	
		40,400	...	3½	31st December 1892	
		804,800	...	3½	30th June 1895	
		264,000	...	3½	30th June 1895	
		300,000	...	3¼	30th June 1896	
			2,411,300			
XXXI	Bombay, Baroda and Central India.	100,000	...	3½	31st March 1890	
		700,000	...	3½	1st February 1891	
		88,500	...	3½	1st August 1891	
		100,000	...	3½	5th May 1896	
		250,000	...	3¼	15th June 1896	
			1,238,500			
XXXII	Madras	102,200	...	4	31st December 1890	
		97,800	...	3½	30th June 1892	
		140,000	...	3½	30th June 1893	
		60,000	...	3¼	31st December 1895	
			400,000			
XXXIII	South Indian ...	86,100	...	3½	1st July 1891	
		150,000	...	3½	1st July 1892	
		520,200	...	3½	1st July 1893	
		313,700	...	3¼	1st July 1896	
			1,070,000			
	Guaranteed ...	£	5,119,800			
	State lines leased to Companies.					
IV	Bengal-Nágpur ...	1,000,000	...	3½	18th February 1895	
		500,000	...	3¼	18th February 1895	
			1,500,000			
V	Indian Midland ...	1,000,000	...	3½	1st January 1894	
		1,000,000	...	3½	1st July 1895	
		171,200	...	3½	1st January 1896	
		582,900	...	3¼	1st July 1896	
			2,754,100			
IX	Southern Mahratta ...	1,445,000	...	3½	1st October 1891	
		600,000	...	3½	1st April 1892	
		255,000	...	3½	1st October 1894	
			2,300,000			
	State ...	£	6,554,100			
	Purchased by the State					
XV	Oudh and Rohilkhand ...	500,000	...	3½	1st December 1890	
		31,000	...	3½	16th August 1891	
		1,000,000	...	3½	1st April 1892	
		155,000	...	3½	16th May 1892	
		615,300	...	3½	4th June 1892	
		303,000	...	3½	16th August 1893	
		426,000	...	3½	1st October 1893	
			3,030,300			
	TOTAL ...	£	14,704,200			

Statement of Expenditure in England and India on Indian State Railways,

Serial number.	RAILWAY.	Expenditure Appropriated.			Classification				
		England.	India.	Total.	Outlay incurred by Companies prior to transfer of lines to Government.	Preliminary expenses.	Land.	Construction of line.	Ballast and permanent-way.
	STATE LINES WORKED BY COMPANIES.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
I	East Indian ...	...	35,98,56,826	35,98,56,826	33,95,14,682	82,785	5,23,573	42,98,065	58,83,830
II	Patna-Gya ...	8,59,848	34,87,722	43,47,070	...	6,904	64,019	7,21,975	23,66,232
III	Bareilly-Pilibhit ...	1,69,420	13,64,555	15,33,975	...	50,619	42,035	3,50,468	7,17,267
VI	Bhopal-Itársi (British Section) ...	...	12,50,000	* 12,50,000	...	...	...	...	Details not
VII	Rajputana-Malwa ...	2,83,48,950	10,19,04,606	13,02,53,556	...	22,71,635	12,63,931	3,09,55,300	3,69,49,641
VIII	Dhond-Manmád ...	43,23,650	66,65,180	1,09,88,830	...	1,28,698	97,452	33,01,112	50,20,107
XI	Bezváda Extension ...	3,09,848	10,36,454	13,46,302	...	15,319	47,008	2,76,516	6,04,981
XII	Villupuram-Guntakal (Nellore Branch) ...	4,11,116	59,06,081	63,17,197	...	48,997	65,057	25,93,366	15,10,490
	STATE LINES WORKED BY THE STATE.								
XIII	North Western ...	5,02,63,217	34,30,62,911	39,33,26,128	12,37,16,012	26,84,669	20,41,300	10,05,05,811	7,04,04,542
XIV	Amritsar-Pathánkot ...	...	56,03,683	56,03,683	...	44,373	1,81,685	11,11,319	28,91,484
XV	Oudh and Rohilkhand	2,16,344	9,20,15,882	9,22,32,226	9,16,17,642	...	—11,935	1,94,306	2,99,799
XVI	Lucknow-Sitapur-Sihrámau... ...	...	39,25,610	39,25,610	...	77,660	1,03,258	5,34,466	15,97,386
XVII	Tirhoot	45,81,413	1,64,80,510	2,10,61,923	...	1,67,719	7,03,376	51,88,500	67,73,623
XVIII	Eastern Bengal ...	1,71,58,724	8,01,57,418	9,73,16,142	3,54,20,024	4,47,843	37,46,191	1,48,77,150	1,71,32,561
XX	Nalháti	4,02,545	—62,293	3,40,252	...	...	—108	21,690	1,90,420
XXI	Wardha Coal ...	13,34,002	43,29,564	56,63,566	...	91,643	4,745	15,75,198	17,51,227
XXII	Cherra-Companygunj	...	7,66,715	7,66,715	...	236	1,670	2,04,220	1,80,121
XXIII	Jorhát	...	7,33,649	7,33,649	...	388	4,774	1,22,555	3,09,647
XXIV	Burma	73,58,073	2,28,97,582	3,02,55,655	...	2,87,384	3,16,030	94,62,389	78,15,588
XXV	Toungoo-Mandalay ...	45,65,777	1,62,83,775	2,08,49,552	...	1,72,022	3,17,400	66,41,226	58,01,271
	UNDER CONSTRUCTION.								
XXVI	Sind-Pishin (Chaman Extension) ...	10,42,881	92,73,510	1,03,16,391	...	3,24,940	2,095	53,61,048	20,19,682
XXVII	Mianwali-Mari ...	...	...	...	...	...	...	...	...
XXVIII	Jammu and Kashmir (British Section) ...	...	1,85,401	1,85,401	...	4,642	7,327	13,551	1,29,613
XXIX	Mu Valley ...	...	1,43,951	1,43,951	...	94,652	212	2,252	...
	Sind-Pishin—Petroleum Operations ...	79,918	81,009	1,60,927	...	...	...	...	...
	Tirhoot (Durbhunga-Bairagnia Branch)	...	1,66,171	1,66,171	...	16,065	16,542	35,885	56,276
	Villupuram-Guntakal Frontier Railway Reserve	23,70,858	44,28,724	67,99,582	...	3,95,459	1,94,797	13,50,457	6,59,943
	Southern Mabratta ...	31,25,411	—4,19,210	27,06,201	...	...	...	...	...
	Ránaghat Bhugwangola‡	...	3,02,450	3,02,450	...	83,816	1,01,972	90,698	...
	Bellary-Kistna ...	15,14,429	1,50,34,650	§1,65 49,079	...	2,24,761	83,002	53,36,181	28,63,262
	Reserve Stores at Port Pa tri‖ ...	4,27,742	1,97,209	6,24,951	...	...	...	...	...
		....	...	8,08,405	....	...	...	...	Details
	TOTAL ...	12,88,63,666	1,09,75,87,365	1,22,72,59,436	59,02,62,360	77,23,229	99,17,399	19,51,25,704	17,39,28,993
	SURVEYS (EXCLUDING ABANDONED SURVEYS).								
	Surveys in progress ...	...	5,17,318	5,17,318	...	4,92,126	2,241	...	...
	Surveys completed ...	...	27,65,208	27,65,208	...	27,65,208	...	...	...
	TOTAL ...	...	32,82,526	32,82,526	...	32,57,334	2,241	...	...
	COLLIERIES.								
	Warora ¶ ...	70,539	13,20,650	13,91,189	...	...	...	...	...
	Umaria ¶ ...	1,05,536	7,40,766	8,46,302	...	...	...	...	...
	.....	1,76,075	20,61,416	22,37,491	...	...	...	...	...
	GRAND TOTAL ...	12,90,39,741	1,10,29,31,307	1,23,27,79,453	59,02,62,360	1,09,80,563	99,19,640	19,51,25,704	17,39,28,993

NOTE—The outlay against the East Indian, North Western, Oudh and Rohilkhand and Eastern Bengal railways represents the rupee expenditure incurred by the Companies up to the date of transfer of the lines to the State *plus* the expenditure since incurred by Government. It does not include the premia on share Capital which is included in the statement on pages 94 and 95.

The expenditure on the Pátri railway was not met from railway grants but is included to arrive at total railway outlay. It is included under Bombay-Baroda railway in the statement on page 90.

appropriated to the various undertakings to the 31st of December 1889.

OF EXPENDITURE.

Stations and Buildings.	Steam Ferries.	Colliery works.	Loss on working.	Plant.	Rolling-stock.	New minor works.	Establishment.	Suspense Accounts.	Loss by Exchange.	Deduct—Receipts on Capital Account.	Deduct—value of assets made over to undertaking, sale proceeds of surplus stores, dismantled buildings, &c.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
49,99,970	1,13,937	7,48,044	...	9,26,071	49,42,766	36,799	7,13,445	70,59,811	120	...	*99,87,072*
5,79,621	...	...	...	68,013	1,42,455	...	2,41,131	...	1,58,100	*1,371*	...
2,28,717	...	...	...	13,553	...	...	91,369	2,021	42,070	*4,144*	...
known	...	...	...	...	...	...	...	...	...	...	...
1,71,51,095	...	...	...	29,04,964	2,02,49,098	...	83,44,516	53,59,971	50,75,830	*2,72,425*	...
8,09,76?	...	...	...	1,87,833	17,298	...	7,73,443	11,853	6,56,990	*15,719*	...
2,58,222	...	...	...	8,990	20,384	...	1,16,246	800	...	*2,164*	...
4,31,418	...	...	...	1,46,541	5,62,238	...	6,05,589	1,20,727	2,42,360	*9,586*	...
1,94,63,215	10,20,122	...	...	78,07,953	3,27,95,268	...	1,71,55,273	1,35,31,960	94,28,110	*23,85,456*	*48,36,651*
6,74,001	...	...	...	41,164	5,31,503	...	1,67,581	9,422	27,770	*76,619*	...
3,11,851	...	...	...	— 8,617	1,95,615	...	....	20,94,159	...	...	*24,60,594*
3,64,244	...	...	...	1,02,712	6,59,259	...	2,11,691	2,76,950	80	*2,096*	...
26,12,330	5,48,195	...	...	5,29,811	22,99,317	...	12,55,942	2,87,532	7,84,690	*89,112*	...
79,31,277	14,08,036	...	...	16,54,502	77,84,995	...	46,69,871	18,08,857	16,77,530	*5,14,815*	*7,27,880*
25,600	...	...	...	7,500	46,916	...	30,000	14,401	11,860	*8,027*	...
3,60,170	...	...	...	2,17,857	8,46,521	...	4,50,400	2,03,390	2,02,960	*40,545*	...
48,791	4,516	...	...	1,32,564	92,913	...	1,01,705	...	...	*21*	...
75,447	...	...	...	31,684	1,32,719	...	41,247	17,207	...	*2,019*	...
32,39,270	...	...	...	7,41,809	41,02,640	...	20,58,164	11,29,605	12,50,610	*1,47,834*	...
19,71,617	...	...	...	5,09,396	33,96,893	...	14,96,711	5,61,419	...	*18,403*	...
3,39,396	...	...	...	6,03,491	2,38,796	...	5,61,554	8,83,802	...	*10,407*	...
...	...	...	...	...	...	...	...	...	...	...	...
17,678	...	...	...	1,317	...	...	11,273	...	...	...	...
1,647	...	...	...	19,723	...	...	10,702	14,882	...	*119*	...
7,37(	...	...	...	8,386	...	...	...	1,45,171	...	...	...
12,895	...	...	...	6,691	...	...	10,843	10,974	...	...	...
84,419	...	...	...	1,81,422	2,926	...	4,55,009	34,80,546	...	*5,390*	...
...	...	...	...	...	...	...	7,578	26,98,623	...	...	...
known	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	546	...	...	25,681	...	...	*26*	...
12,84,829	...	...	...	7,49,875	8,15,118	...	14,91,626	32,29,347	4,91,090	*20,01*(	...
...	...	...	...	...	...	...	...	6,24,951	...	...	...
not	known	...	...	...	...	...	...	...	...	...	...
6,32,84,847	30,94,806	7,48,044	...	1,75,95,751	7,98,75,638	36,799	4,10,98,59(	4,35,78,381	2,00,50,17(	*36,34,55*(	*1,80,12,197*
...	...	...	...	...	...	...	...	22,951	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	22,951	...	...	...
...	...	11,57,725	...	2,67,659	...	...	1,62,525	—1,94,914	...	*1,80*	...
...	...	3,63,495	66,813	2,84,875	7,784	...	66,275	57,091	60	*9*	...
...	...	15,21,220	66,813	5,52,534	7,784	...	2,28,800	—1,37,823	60	*1,89*(	...
6,32,84,847	30,94,806	22,69,264	66,813	1,81,48,285	7,98,83,422	36,799	4,13,27,390	4,34,63,509	2,00,50,230	*36,36,450*	*1,80,12,197*

* Excludes Rs. 60,570 incurred on Surveys of the Bhopal-Itársi railway shown under completed Surveys as it was decided by Government to omit this expenditure from the Capital account of the railway.

† Represents amount of depreciation, &c., allowed on works and stores on transfer to the Company.

‡ In abeyance.

§ Expenditure incurred by Government to the 31st of December 1887 including liabilities on that date.

¶ The expenditure on collieries is included in this statement, as it has been charged to railway grants.

Statement of Expenditure in England and India on Indian State Railways

Serial number.	RAILWAY.	EXPENDITURE APPROPRIATED.			CLASSIFICATION.		
		England.	India.	Total.	Preliminary Expenses.	Land.	Construction of Line.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	NATIVE STATES LINES WORKED BY COMPANIES.						
XLII	Khámgaon	...	4,90,911	4,90,911	369	1,116	1,10,457
XLIII	Amráoti	...	4,45,615	4,45,615	11,799	2,450	95,282
XLIV	Bhopal-Itársi (Native States section) ...	...	60,90,846	60,90,846	...	13,322	34,10,667
XLV	The Nizam's Guaranteed State ...	...	3,59,46,922	3,59,46,922			
XLVI	The Gaekwar's Dabhoi	...	* 16,10,393	16,10,393			
XLVII	The Gaekwar's Mehsána	...	11,16,550	11,16,550			
	(UNDER CONSTRUCTION.)				...		Details not
XLVII	The Gaekwar's Mehsána	...	1,896	1,896			
XLVIII	The Gaekwar's Petlad	...	4,71,822	4,71,822			
	NATIVE STATES LINES WORKED BY THE STATE.						
XLIX	Rájpura-Bhátinda	...	62,83,918	62,83,918			
	(UNDER CONSTRUCTION.)						
L	Jammu and Kashmir (Native States section) ...	...	7,51,458	7,51,458	23,963	...	1,30,155
	NATIVE STATES LINES.						
LI	Jodhpore	...	22,73,978	22,73,978	14,397	782	1,86,066
LII	Bhávnagar-Gondal-Junágarh-Porbandar ...	...	1,62,60,477	1,62,60,477	1,19,442	...	55,88,444
LIII	Morvi	...	18,90,548	18,90,548			
	(UNDER CONSTRUCTION.)				...		Details not
LIV	Kolhápur	...	13,59,604	13,59,604			
	TOTAL ...	...	7,49,94,938	7,49,94,938			
	Deduct.—Contribution towards the construction of the Bhopal State railway by the Government of India.	...	12,50,000	12,50,000			
	TOTAL NATIVE STATES ...	...	7,37,44,938	7,37,44,938			

* Includes Rs. 4,747 on Surveys.

appropriated to the various undertakings to the 31st of December 1889—concld.

OF EXPENDITURE.

Ballast and Permanent-way.	Stations and Buildings.	Steam Ferries.	Plant.	Rolling-stock.	Establishment.	Suspense Accounts.	Deduct—Receipts on Capital Account.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
2,78,789	49,141	...	3,503	11,669	30,720	5,391	*244*
2,41,571	45,092	...	3,016	8,641	28,609	9,155	...
18,79,784	3,69,428	...	23,115	...	3,56,496	42,145	*4,111*
furnished.							
4,42,492	23,928	...	25,033	...	41,541	64,346	...
15,58,784	1,45,911	...	16,803	3,09,341	41,894	...	...
48,40,646	19,55,096	...	5,06,697	20,54,902	7,87,974	4,19,634	*12,359*
furnished.							

STATEMENT No. 10.

GUARANTEED AND SUBSIDIZED RAILWAYS AND STATE LINES LEASED TO COMPANIES.

Statement showing the amount of Capital authorized to be raised for each undertaking as now sanctioned, the amount raised, and the amount withdrawn to the 31st of December 1889.

Serial number.	RAILWAY.	AMOUNT AUTHORISED TO BE RAISED ON THE 31ST OF DECEMBER 1889.					AMOUNT RAISED IN ENGLAND TO THE 31ST OF DECEMBER 1889.							AMOUNT RAISED IN INDIA TO THE 31ST OF DECEMBER 1889.		Total amount raised to the 31st of December 1889.	Total amount withdrawn to the 31st of December 1889.
								Debentures.		*Debenture Stock.*							
		Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest.	Total.	Share Capital.	Amount of Debentures.	Cash received.	Stock represented.	Cash received.	Capital not bearing Interest.	Advances made to Companies from money raised under Act 51 Vic., Cap. 5.	Share Capital.	Capital not bearing Interest.		
		£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
	Guaranteed.																
XXX	Great Indian Peninsula	20,000,000	2,711,300	2,701,450	297,574	25,710,324	19,503,103	2,411,300	2,403,800	2,701,450	2,475,559	222,645	...	496,897	74,929	25,176,933	25,211,998
XXXI	Bombay, Baroda and Central India ...	7,550,300	1,238,500	...	32,419	8,821,219	7,528,628	1,238,500	1,224,500	...	...	32,419	...	21,672	...	8,807,219	8,703,365
XXXII	Madras	10,257,630	600,000	...	12,014	10,869,644	10,257,630	400,000	400,000	...	...	12,014	...	...	...	10,669,644	10,668,589
XXXIII	South Indian ...	3,208,508	1,070,000	425,000	62,899	4,766,407	3,207,287	1,070,000	1,067,000	425,000	425,000	62,844	...	1,221	55	4,763,407	4,732,716
	TOTAL ...	41,016,438	5,619,800	3,126,450	404,906	50,167,594	40,496,648	5,119,800	5,095,300	3,126,450	2,900,559	329,922	...	519,790	74,984	49,417,203	49,316,668
	Subsidized.																
XXXVIII	Rohilkhand-Kumaun...	200,000	...	...	...	200,000	200,000	...	...	...	...	...	...	...	...	200,000	200,000§
	State lines leased to Companies.																
IV	Bengal-Nágpur ...	3,000,000	...	...	...	3,000,000	3,000,000	1,500,000	1,500,000	...	...	5,781	1,200,000	...	...	5,705,781	5,451,958
V	Indian Midland ...	3,000,000	†3,000,000	...	...	6,000,000	3,000,000	2,754,100	2,754,100	...	...	2,016	600,000	...	...	6,356,116	6,288,360
IX	Southern Mahratta* ...	3,530,000	2,000,000	...	...	5,530,000	3,491,540	2,300,000	2,300,000	...	...	30,923	523,000	8,460	34	6,353,957	6,186,762
X	Mysore	...	...	1,200,000	...	1,200,000	...	...	...	1,200,000	1,200,000	24,000	...	...	...	1,224,000	1,077,660
XIX	Bengal Central ...	500,000	‡500,000	...	...	1,000,000	500,000	...	...	...	...	...	500,000	...	...	1,000,000	776,204
	TOTAL ...	10,030,000	5,500,000	1,200,000	...	16,730,000	9,991,540	6,554,100	6,554,100	1,200,000	1,200,000	62,720	2,823,000	8,460	34	20,639,854	19,780,944
	Grand Total ...	51,246,438	11,119,800	4,326,450	404,906	67,097,594	50,688,188	11,673,900	11,649,400	4,326,450	4,100,559	392,642	2,823,000	528,250	75,018	70,257,057	69,097,612

* Includes capital raised for completion of Bellary-Kistna railway, and expenditure thereon from the 1st of January 1888.
† To be raised by the issue of shares, or of debentures, or otherwise.
‡ Replaced by advances raised under Act 51 Vic., Ch. 5.
§ The Company has withdrawn £200,000 from the Secretary of State, but the actual expenditure to the 31st of December 1889 was £193,159 only.

STATEMENT No. 11.

GUARANTEED AND SUBSIDIZED RAILWAYS AND STATE LINES LEASED TO COMPANIES.

Statement showing the amount received from, and withdrawn by, each Company during the year ended the 31st of December 1889.

Serial number	RAILWAY.	Sums standing to the credit of the Companies on the 31st of December 1888.	Sums advanced to the Companies on the 31st of December 1888.	FROM THE 1ST OF JANUARY TO THE 31ST OF DECEMBER 1889.										Total received during the year ended the 31st of December 1889.	Total withdrawn during the year ended the 31st of December 1889.
				Amount received.							Amount withdrawn.				
				In England.					In India.		In England.		In India.		
				Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest.	Advances made to Companies from money raised under Act 51, Vic., Cap. 5.	Share Capital.	Capital not bearing Interest.	On account of stores establishment charges, &c.	For discharge of Debentures.	Amount.		
	Guaranteed.	£	£	£	£	£	£	£	£	£	£	£	£	£	£
XXX	Great Indian Peninsula	...	111,061	...	300,000	...	269	...	...	...	481,275	...	—257,002	300,269	224,273
XXXI	Bombay, Baroda and Central India ...	...	113,483	...	250,000	...	149	...	...	...	148,286	...	—115,473	250,149	32,813
XXXII	Madras	93,267	...	...	...	...	...	...	...	...	121,341	...	—29,129	...	92,212
XXXIII	South Indian	...	32,431	—444	100,000	...	446	...	...	...	164,900	...	—128,021	100,002	36,879
	TOTAL ...	93,267	256,975	—444	650,000	...	864	...	...	...	915,802	...	—529,625	650,420	386,177
	Subsidized.														
XXXVIII	Rohilkhand-Kumaun	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	State Lines leased to Companies.														
IV	Bengal-Nágpur	379,730	...	3,674	92,200	...	...	1,200,000	...	...	331,001	...	1,040,780	1,295,874	1,421,781
V	Indian Midland	152,123	...	262	754,100	...	321	600,000	...	...	198,329	...	1,240,721	1,354,683	1,439,050
IX	Southern Mahratta*	49,796	...	...	...	...	...	523,000	...	...	74,787	...	330,814	523,000	405,601
X	Mysore	284,364	...	...	...	...	...	...	...	...	1,081	...	136,943	...	138,024
XIX	Bengal Central	237,914	...	...	...	...	...	500,000	...	...	1,484	500,000	12,634	500,000	514,118
	TOTAL ...	1,103,927	...	3,936	846,300	...	321	2,823,000	...	...	656,682	500,000	2,761,892	3,673,000	3,918,574
	Grand Total ...	1,197,194	256,975	3,492	1,496,300	...	1,185	2,823,000	...	...	1,572,484	500,000	2,232,267	4,323,977	4,304,751

* Includes Bellary-Kistna railway.

STATEMENT No. 12.

GUARANTEED RAILWAYS.

Statement of withdrawals out of Capital for expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st of March 1889.

Year.	England.	India.	TOTAL.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,431,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,393	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	—345,750	477,245
1873-74	1,028,032	—334,979	693,053
CARRIED OVER ...	38,532,540	52,821,843	91,353,883

STATEMENT No. 12—*concld.*

GUARANTEED RAILWAYS—*concld.*

Statement of withdrawals out of Capital for expenditure, &c.—concld.

YEAR.	England.	India.	TOTAL.
	£	£	£
BROUGHT FORWARD ...	38,532,540	52,821,343	91,353,883
1874-75	1,174,893	— 86,982	1,087,911
1875-76	1,151,585	—200,779	950,806
1876-77	1,222,846	—507,387	715,459
1877-78	1,792,483	—469,678	1,322,805
1878-79	1,786,235	—773,612	1,012,623
1879-80	1,256,417	—906,857	349,560
1880-81	941,781	—506,992	434,789
1881-82	1,041,022	—351,482	689,540
1882-83	1,046,483	—635,610	410,873
1883-84	1,473,138	—135,218	1,337,920
1884-85	1,391,270	—256,211	1,135,059
1885-86	1,628,033	—403,928	1,224,105
1886-87	862,685	—620,359	242,326
1887-88	991,936	—343,364	648,572
1888-89	969,816	—350,939	618,877
Total expenditure to end of 1888-89 ...	57,263,163	46,271,945	103,535,108
Deduct—Withdrawals by East Indian Railway Company	12,276,504	18,620,297	30,896,801
	44,986,659	27,651,648	72,638,307
Deduct—Withdrawals by Eastern Bengal Railway Company	1,770,750	1,474,100	3,244,850
	43,215,909	26,177,548	69,393,457
Deduct—Withdrawals by Sind, Punjab and Delhi Railway Company	6,226,076	4,853,607	11,079,683
	36,989,833	21,323,941	58,313,774
Deduct—Withdrawals by Oudh and Rohilkhand Railway Company	4,358,107	4,910,204	9,268,311
	32,631,726	16,413,737	49,045,463
Add—Expenditure during 1889-90 (partly estimated) ...	971,200	—517,400	453,800
Net withdrawals to end of 1889-90 ...	33,602,926	15,896,337	49,499,263

STATEMENT No. 13.

STATE LINES LEASED TO COMPANIES.

Statement of Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland and Lucknow-Sitapur-Bareilly Railways, during each financial year from the commencement to the 31st of March 1890.

YEAR.	England.	India.*	TOTAL.
	£	£	£
1881-82	170,000	...	170,000
1882-83	280,476	728,661	1,009,137
1883-84	340,820	538,001	878,821
1884-85	321,853	727,095	1,048,948
1885-86	261,937	1,406,216	1,668,153
1886-87	706,952	2,433,367	3,140,319
1887-88	1,688,658	3,375,644	5,064,302
1888-89	1,460,176	3,657,987	5,118,163
Total expenditure from 1881-82 to end of 1888-89 ...	5,230,872	12,866,971	18,097,843
1889-90 (Revised estimate)*	682,800	1,503,900	2,186,700
TOTAL ...	5,913,672	14,370,871	20,284,543

* Includes advances to Rohilkhand-Kumaun railway Company in connection with the Lucknow-Sitapur-Bareilly railway.

STATEMENT No. 14.

SUBSIDIZED RAILWAYS.

Statement of withdrawals out of Capital for expenditure, showing the amount withdrawn in England and in India, by the Rohilkhand-Kumaun Railway Company during each financial year from the commencement to the 31st of March 1889.

YEAR.	England.	India.	TOTAL.
	£	£	£
1882-83	40,000	...	40,000
1883-84	120,000	...	120,000
1884-85	20,000	...	20,000
1885-86	...	...	...
1886-87	20,000	...	20,000
1887-88	...	...	...
1888-89	...	...	...
TOTAL ...	200,000	...	200,000

The Company has withdrawn £200,000 from the Secretary of State, but the actual expenditure to the close of the year 1889 was £193,159 only.

CHAPTER VII.

Traffic Working.

East Indian Railway.

The gross earnings of the line and branches worked, excluding the Tárakeshwar railway, amounted to Rs. 4,55,94,510, and the working expenses to Rs. 1,61,51,288, the net earnings being Rs. 2,94,43,222. The percentage of working expenses on gross earnings was 35·42.

On the East Indian railway proper, exclusive of the branches worked, the gross earnings, working expenses and net earnings were as follows:

	1888.	1889.	Increase or decrease.
Gross Earnings—	Rs.	Rs.	Rs.
Coaching	1,45,24,861	1,48,26,514	+ 3,01,653
Goods	3,01,86,941	2,94,64,255	— 7,22,686
Other earnings	7,25,100	6,67,131	— 57,969
TOTAL ...	4,54,36,902	4,49,57,900	— 4,79,002
Working expenses (*a*)	1,54,09,533	1,58,42,930	+ 4,33,397
Net earnings	3,00,27,369	2,91,14,970	— 9,12,399
Percentage of working expenses on gross earnings	33·91	35·24	+ 1·33

The coaching traffic was satisfactory, there having been an increase of three lakhs of rupees, due entirely to passenger traffic. The total number of passengers carried, including season tickets, showed an increase of 443,174.

In goods traffic there was a decrease of about 7¼ lakhs of rupees caused chiefly by a falling off in the quantity of wheat, rice and iron carried. The tonnage of goods lifted was less by 194,731 tons and the ton-mileage by 23,543,750 miles. The decrease in the wheat traffic amounted to 83,039 tons in the quantity carried and Rs. 2,00,937 in the earnings, that in the rice traffic to 6,460 tons and Rs. 5,40,887, respectively. The earnings from goods traffic would have shown a further decrease, but for a credit of Rs. 1,50,000 on account of increased rates accepted by the Government of India for charge on coal carried for consumption on State railways.

The increase in working expenses was principally due to greater expenditure on maintenance of way, works and stations, to the replacement of Warren girders by steel girders on two bridges, expenditure on the Jynthee bridge and the carriage of additional permanent-way material.

The following reductions in establishment were effected during the year 1889:

	Rs.
Audit and Accounts department	7,496
Stores department	2,700
Engineering department	21,180
Locomotive department	13,410
TOTAL ...	44,786

(*a*) Includes contribution to Provident Fund.

On the 1st of January 1889 the Dildárnagar-Gházipur State railway was incorporated with the East Indian railway.

The working of the Sanctoria coal section was undertaken by the East Indian railway on the 12th of June, and that of the Asansol-Purulia section of the Bengal Nágpur railway on the 15th of December.

Bareilly-Pilibhit State Railway.

2. There was a marked increase in the earnings both from passenger and goods traffic in comparison with former years, and now that this branch is on the eve of being connected with the Lucknow-Sitapur-Sihrámau State railway by the completion of the link between Gola-Gokaran Náth and Pilibhit, a further increase in the traffic earnings may very probably be expected.

The earnings in both coaching and goods traffic were higher than in the previous year.

The total earnings increased from Rs. 93,767 to Rs. 1,09,855, and the working expenses from Rs. 65,926 to Rs. 73,002, leaving the net earnings Rs. 36,853 against Rs. 27,841 in the previous year.

Bengal-Nágpur Railway.

3. The gross earnings amounted to Rs. 19,96,930 against Rs. 16,09,198 for the previous year, or an increase of 24·09 per cent. with an increased open mileage of 30·59 per cent. The attached statement gives the financial results of the working of the line (including the Katni Branch) as compared with 1888 :

Year.	Miles open.	Train-miles run.	Gross earnings.	Working expenses.	Percentage of working expenses on gross earnings.	Financial Results.		Per Train-mile.			Remarks.
						Net earnings.	Percentage of net earnings on capital outlay.	Gross earnings.	Working expenses.	Net earnings.	
			Rs.	Rs.		Rs.					
1888	224·50	558,279	16,09,198	10,87,220	67·56	5,21,978	1·42	2·98	1·95	0·93	
1889	293·18	509,214	19,96,930	16,17,096	80·98	3,79,834	1·14	3·92	3·18	0·75	

From the following statement of revenue expenditure as compared with 1888, it will be seen that on the whole, there has been a very general increase in the working expenses :

Head of Account.	1888.	1889.	Difference.		Remarks.
			Increase.	Decrease.	
	Rs.	Rs.	Rs.	Rs.	
Maintenance of way, works and stations ...	1,88,778	4,23,041	2,34,263	..	
Locomotive expenses	4,28,008	5,30,006	1,01,998	...	
Carriage and wagon expenses	1,09,385	88,662	...	20,723	
Traffic expenses	1,75,816	2,36,812	60,996	...	
General charges	1,68,640	3,22,768	1,54,128	...	
Special and miscellaneous expenditure ...	16,593	15,807	...	786	
...	10,87,220	16,17,096	5,29,876	...	

The increase under the maintenance of way, works and stations, was due to several causes, *viz.*,—

(1) The extension of the line, and to all establishment being charged to revenue (principally subordinate establishment and office).
(2) Additional permanent-way gangs employed, due to the new road.
(3) Increased expenditure on stations, buildings and staff quarters.
(4) The heavy outlay incurred in renewing Sheonath and Kumhári banks which entirely failed and sunk during the months of July and August.

The increased length of line worked may be held to account for the increase under traffic and locomotive expenses.

The increase under general charges was in part owing to the adjustment made in the current year's accounts of a heavy item for home expenditure in former half-years.

From the accompanying statement of the gross earnings as compared with 1888, it will be seen that there were satisfactory increases under all heads. There is a marked increase under the head of Sundry earnings, the bulk of which was obtained from mileage and demurrage of "Home stock" running on Foreign lines.

Details.	Earnings in		Increase.	Remarks.
	1888.	1889.		
	Rs.	Rs.	Rs.	
Coaching earnings	2,81,570	3,78,546	96,976	
Goods earnings	12,86,675	14,40,309	1,53,634	
Electric telegraph	7,471	8,962	1,491	
Sundry earnings	33,482	1,69,113	1,35,631	
TOTAL ...	16,09,198	19,96,930	3,87,732	

In the statement showing the amounts earned by each class of coaching traffic as compared with 1888, although there was a falling off in the number of 1st and 3rd class passengers, the earnings from all classes showed a satisfactory increase. The falling off in the number of 3rd class passengers is attributed to the night running of trains between Nágpur and Ráj Nándgaon and to bad harvests.

Statement of the result of passenger traffic as compared with 1888.

Details.	Number.		Earnings.		Number.		Increase in the earnings.
	1888.	1889.	1888.	1889.	Increase.	Decrease.	
			Rs.	Rs.			Rs.
First class ...	2,930	2,608	4,288	7,032	...	322	2,744
Second class ...	8,978	17,929	6,322	12,106	8,951	...	5,784
Intermediate class ...	24,395	31,983	4,790	8,504	7,588	...	3,714
Third class ...	862,667	798,863	2,50,828	3,28,633	...	63,804	77,805
TOTAL ...	898,970	851,383	2,66,228	3,56,275	16,539	64,126	90,047

Indian Midland Railway.

4. The section from Jhánsi to Bhopal, a distance of 180½ miles, was opened on the 1st of January 1889, and on the same date the working of the Bhopal State railway was taken over by the Indian Midland railway Company, thus making

the through route complete between Cawnpore and Itársi on the Great Indian Peninsula railway by way of Jhánsi.

The section next opened was from Mánikpur to Bánda, 62¼ miles, on the 15th of February 1889, when up and down mixed trains commenced running.

The section from Jhánsi to Gwalior, 60½ miles, was opened 15 days later on the 1st of March, and on the same day, the Indian Midland railway began working the Sindia state line from Gwalior to Agra, a distance of 74¾ miles, their passenger trains running through to Túndla by an arrangement with the East Indian railway.

The sections from Jhánsi to Mau Ránipur, a distance of 40 miles, and from Bína to Saugor, of 46¼ miles, were opened on the 5th of June, making up a total of 658 miles on the Indian Midland system open for traffic.

On the 1st of August the remaining portion of the Jhánsi-Mánikpur section was opened from Mau Ránipur to Bánda, a distance of 78¾ miles, completing through communication between Jhánsi and Mánikpur, 181 miles.

Out traffic agencies were opened at Jálaun, Madhogarh and Nowgong on the 1st of November. On the 1st of April, the goods work at Cawnpore was transferred from the East Indian goods depôt at Collectorganj, to the Oudh and Rohilkhand railway "City station", and since that date the Indian Midland railway trains have been worked direct into the Oudh and Rohilkhand railway station by means of a cross-over provided in the East Indian railway station yard.

Ticket, parcel and general information offices were about the same time opened in the cities of Cawnpore and Agra.

The passenger service from the date on which through communication was established between Túndla and Jhánsi and Cawnpore and Itársi consisted of a mail and a mixed train each way daily, connecting with the trains of the Great Indian Peninsula and East Indian railways.

Arrangements were made in conjunction with the Great Indian Peninsula, the East Indian, the North Western and the Oudh and Rohilkhand railways, for first and second class composite carriages to be run through by the Indian Midland railway route between Bombay and Lahore *viâ* Itársi, Jhánsi, Agra, Túndla and Gháziabad; and between Bombay and Lucknow *viâ* Itársi, Jhánsi and Cawnpore.

On and from the 1st of November the Indian Midland Railway published a revised time table in which the speed of their mail services was accelerated.

The analysis of the working results showed that although the average passenger train-mile earnings were fairly satisfactory, the average goods train-mile earnings yielded only a small return on the train-mileage run.

The gross earnings amounted to Rs. 30,69,255 against Rs. 8,98,500 in 1888, and the working expenses to Rs. 24,96,979 against Rs. 6,94,660; the net earnings were Rs. 5,72,276 against Rs. 2,03,840. The percentage of working expenses to gross earnings was 81·36 against 77·31.

Owing to the large difference in the mean mileage worked, *viz.*, 631·53 as compared with 259·75, miles in 1888 no useful comparison of figures can be made with the previous year.

The gross earnings derived from the several sources were as follows:

	Rs.
Coaching	12,29,495
Goods	17,62,128
Other earnings	77,632
Total ...	30,69,255

Rajputana-Malwa State Railway.

5. The gross earnings amounted to Rs. 1,99,30,005 and the working expenses to Rs. 91,32,787, the net earnings being Rs. 1,07,97,218 against Rs. 96,31,726 in 1888. The percentage of net earnings on capital outlay, excluding indirect charges, was 8·29 or 0·86 more than it was in 1888.

The Muttra-Brindaban extension was opened in August, and the mean mileage worked was thus raised to 1,666·99 miles.

There was an increase of 322,030 in the number, and Rs. 2,05,783 in the earnings from passenger traffic, the improvement being wholly in intermediate and third-class traffic.

In goods traffic the increase was 31,483 tons and Rs. 10,82,394. Of this, general merchandise contributed 12,032 tons and Rs. 9,33,617, and there was an increase of Rs. 79,951 in the earnings from the carriage of coal for revenue working.

Southern Mahratta Railway.

6. The Cumbum-Bezváda section of this line was opened for public traffic, thus increasing the length of the line from 854¼ miles to 979 miles.

The gross earnings of the line amounted to Rs. 40,31,604 and the working expenses to Rs. 30,79,604 (*a*), the net earnings being Rs. 9,52,000 against Rs. 9,23,537 in the previous year. The percentage of working expenses on gross earnings was 76·39 against 75·94 in 1888.

There was an increase of Rs. 1,28,421 under coaching traffic, due principally to 4th class passengers. The total number of passengers rose from 2,402,703 in 1888, to 2,608,709 in 1889, and the earnings from Rs. 14,41,897 to Rs. 15,55,954. Of this increase 203,879 passengers and Rs. 1,02,439 were under the 4th class. Other coaching traffic also improved by Rs. 14,364.

The goods traffic showed an improvement of Rs. 1,11,886 over the previous year. The rise was principally under general merchandise, the earnings from which increased from Rs. 16,86,682 to Rs. 19,10,953, but this was partially counterbalanced by the reduced earnings from railway materials for construction, which fell off from Rs. 2,36,750 to Rs. 1,34,399.

The increase in working expenses was principally under general charges Rs. 42,306, traffic expenses Rs. 40,436, and carriage and wagon expenses Rs. 25,585.

The percentage of net earnings on total capital outlay decreased from 1·22 to 1·13.

Southern Mahratta Railway, Mysore Section.

7. The section of the line from Harihar to Gubbi, 156¼ miles, was opened for public traffic during the year. This increased the length of the line from 139¾ to 296 miles.

The following statement compares the result of the working with that of 1888:

	1888.	1889.	Increase in 1889.
Gross earnings ...	5,70,657	8,96,274	3,25,617
Working expenses (*a*) ...	4,36,627	6,76,461	2,39,834
Net earnings ...	1,34,030	2,19,813	85,783

The coaching traffic showed an increase of Rs. 1,13,531, or from Rs. 3,19,195 to Rs. 4,32,726. This was principally due to 4th class passengers, the number having increased from 626,579 to 785,604 and the earnings from Rs. 2,78,531 to Rs. 3,64,341. The total number of passengers increased by 160,423 and the earnings by Rs. 96,327; other coaching traffic also rose from Rs. 19,334 to Rs. 36,538.

In the goods traffic there was an improvement of Rs. 2,06,058. This was mainly due to increased earnings from general merchandise which rose from Rs. 2,10,480 to Rs. 3,53,154.

The increase of working expenses was principally under locomotive expenses Rs. 75,310, and traffic expenses Rs. 51,164.

The percentage of net earnings to capital outlay decreased from 1·57 to 1·52.

Bezváda Extension Railway.

8. The Bezváda Extension railway extending from the frontier of the Nizam's Dominions to Bezváda is 21½ miles in length on the standard gauge. It was opened for public traffic on the 10th of February 1889 and is worked by the Nizam's Guaranteed railway Company as part of their system.

The terms on which this extension will be worked, are now under the consideration of the Government of India.

(*a*) Includes contribution to Provident Fund.

The gross earnings amounted to Rs. 76,672 and the working expenses to Rs. 60,346, the net earnings being Rs. 16,326. The percentage of working expenses on gross earnings was 78·71.

Villupuram-Guntakal State Railway, Nellore Branch.

9. The open length of the Nellore Branch from Tirupati to Nellore is 83 miles on the metre gauge, and is worked by the South Indian railway.

Under the new agreement with the South Indian railway all working charges other than those for maintenance for which actual charges are taken, were from the first half of 1889, calculated in the same proportion of expenditure to gross earnings as obtained in the revenue accounts of the amalgamated undertaking, instead of as heretofore being calculated on a train-mileage basis.

The gross earnings amounted to Rs. 2,54,535 and the working expenses to Rs. 1,79,555, the net earnings being Rs. 74,980. The percentage of working expenses on gross earnings was 70·54, nearly the same as on the main line.

The gross earnings exceeded those of 1888 by Rs. 18,876. Under coaching there was an increase of Rs. 19,123 or 11·17 per cent., but under goods a decrease of Rs. 318 or 0·52 per cent. The increased coaching receipts were due to larger earnings from 3rd class passenger traffic. The decrease in goods earnings was due to decreased earnings of Rs. 7,078 and Rs. 5,504 under railway materials and revenue stores respectively. From the carriage of general merchandise there were increased earnings of Rs. 11,888; due principally to the following items:

	Rs.
Grains	3,268
Metals	1,330
Salt	1,766
Sugar	1,649
Timber	1,680

North Western Railway.

10. The North Western railway, including leased lines, now comprises a total length of 2,594 miles, of which the following are the details:

MAIN AND BRANCH LINES—(COMMERCIAL).

	Miles.
Lahore to Peshâwar	278
Wazirabad to Tawi	51½
Lahore to Delhi	348
Amritsar to Pathânkot	66½
Rájpura to Bhátinda	108
Lahore to Kiamari	822½
Ráewind to Ferozepore	34½
TOTAL COMMERCIAL SECTION	1,708½

FRONTIER SECTION—(MILITARY).

Sind-Pishin—	
Ruk to Kila Abdulla	307
Quetta loop (Sibi to Bostan)	121½
	428½
Sind-Sagar and Khusálgarh branches—	
Golra to Khusálgarh	70½
Lála Músa to Sher Shah	345½
Malakwál to Bhera	17½
Haranpur to Kalapani	13
Mahmúd Kot to Gházi Ghat	10½
	457
TOTAL MILITARY SECTION	885½
TOTAL MILITARY AND COMMERCIAL SECTIONS	2,594

The extension from Patiála to Bhátinda on the Rewári-Ferozepore railway, was constructed by the Patiála State, and opened for public traffic on the 13th of October 1889.

The extension from Siálkot to Tawi, partly paid for by the British Government and partly by the Kashmir State, was opened to traffic on the 13th of March 1890.

The new high level line from Hirók to Kótal on the standard gauge was completed, but the whole of the Quetta loop remained closed to public traffic during the year. The Mianwali branch also remained closed.

On the opening of the "Lansdowne" bridge over the Indus at Sukkur for public traffic in April 1889, the old Rohri Main and Bandar stations were closed, and the new Rohri station opened; the Bandar station at Sukkur, however, is still kept open. The Mole line to Kiamari was opened for goods traffic only in June.

The gross earnings of the line and branches amounted, during the year, to Rs. 2,81,08,838, and the working expenses (including rent of leased lines) to Rs. 1,79,22,078. The net earnings of the railway were Rs. 1,01,86,760, against Rs. 82,82,706 in 1888, showing an increase of Rs. 19,04,054 over the previous year. The percentage of working expenses on gross earnings was 63·76 against 67·77 in 1888.

In coaching traffic there was an increase of Rs. 1,84,407, principally in 3rd class passengers, due to increased bookings from stations on the Sind-Sagar and Khusálgarh branches. The total number of passengers carried increased from 9,798,682 to 10,063,719, or by 265,037; of this increase, 224,325 passengers and Rs. 1,59,578 were due to 3rd class traffic.

The principal increases in goods traffic were under the following heads:

	Rs.
Cotton piece-goods	42,270
Grains	20,41,069
Jute	42,228
Railway plant and rolling stock	5,44,414
Salt	48,394
Stone and lime	40,295

The total quantity of grain carried was 642,229 tons against 560,744 tons in 1888; and the earnings therefrom were Rs. 64,89,348 against Rs. 44,48,279; this increase was chiefly due to the larger exports from Kurrachee.

In the working expenses, the increase was chiefly under maintenance of way, works and stations, due entirely to special expenditure in repairing flood damages and to the heavier renewals of permanent-way.

Important changes were effected in the passenger train service. From the 1st of June, a change in the timing of the coaching service became necessary in consequence of a general alteration of the timing of the mail and passenger trains of the principal trunk lines in India. A further change was made from the 1st of October to avoid long detention to through passengers at Lahore. Other alterations were found necessary from the 1st of January 1890, to secure uniformity in the through speeds of certain trains. Minor alterations were also made consequent on the opening of the "Lansdowne" and Chenab bridges, and also on certain restrictions of speed due to the heavy renewals of permanent-way.

A local service was introduced between Malakwál and Khewra, to run in connection with local passenger trains between Lála Músa and Malakwál. Additional local services were also introduced between Kurrachee and Kotri, Sukkur and Jacobabad, and on the opening of the Bhátinda extension between Patiála and Bhátinda.

The ferry service at Sukkur over the river Indus was closed in April on the opening of the "Lansdowne" bridge.

Out-Agencies for traffic to and from Mussoorie, Dehra, Rajpur, Murree, and Chakrata were kept open during the year.

Under instructions from the Government of India, the working agreement concluded in 1887 with Messrs. Robert Alexander and Co. of Liverpool for the

booking of passengers from stations on the North Western railway through to Europe, by the Hall Line of Steamers, was terminated on the 31st of December, and negotiations were concluded with their Agents in India, Messrs. Sir Charles Forbes and Co. of Kurrachee, for the drawing up of a new agreement for five years to have effect from the 1st of January 1890, under which, goods as well as parcels and passengers, will be booked through between England and India.

The following table exhibits the capital outlay and revenue transactions for the commercial and military sections of this railway separatley :

	Commercial Section.	Military Section.	Total.
	Rs.	Rs.	Rs.
Total capital outlay, including suspense heads ...	31,84,05,863	6,92,98,105	38,77,03,968
	Miles.	Miles.	Miles.
Mean mileage worked	1,590·96	792·54	2,383·50
Train-mileage	6,370,324	1,376,114	7,746,438
	Rs.	Rs.	Rs.
Gross earnings	2,43,69,533	37,39,305	2,81,08,838
Working expenses	1,38,93,029	40,29,049	1,79,22,078
Net Earnings ...	1,04,76,504	—2,89,744	1,01,86,760
Percentage of working expenses to gross earnings.	57·01	107·75	63·76
Percentage of net earnings on total capital outlay, including suspense.	3·29	—0·42	2·63

Oudh and Rohilkhand Railway.

11. The gross earnings amounted to Rs. 75,39,683 compared with Rs. 70,77,053 during 1888, resulting in an increase of Rs. 4,62,630 or 6·54 per cent.

The passenger traffic showed an increase in number of 156,998 and in earnings of Rs. 1,21,415, of which the lower class contributed 147,489 in number and Rs. 98,447 in earnings. Under goods traffic there was an improvement of 18,948 tons in weight and Rs. 3,05,338 in earnings, chiefly under coal and grain, the earnings from which showed increases amounting to Rs. 96,061 and Rs. 1,46,639, respectively.

The increase in the passenger traffic was due to a general development of traffic and to carriage over longer leads; while the increase in the goods traffic was due to coal for the North Western railway having been carried *viâ* Saháranpur instead of *viâ* Gháziabad, and partly to longer leads and to the adjustment of rates.

Under telegraph and sundries there was a decrease of Rs. 29,932 caused by the reduced mileage on wagons owing to the larger use of foreign vehicles with coal, &c.

The working expenses amounted to Rs. 33,35,607 compared with Rs. 40,61,048 in 1888, showing a reduction of Rs. 7,25,441 or 17·86 per cent.

The working expenses of 1888, however, included special charges amounting to Rs.3 ,93,967 incurred in winding up the Guaranteed Company, but even if these be excluded, there would still be a reduction of Rs. 3,31,474 upon the working expenses of the corresponding previous period, or of 8·16 per cent. since the line has been worked directly by the State.

The most important items in the reduced expenditure, since the transfer of the line to the State, are the following:

	Rs.
Salaries, establishment and direction	1,36,640
Fuel	71,448
Working staff	24,871
Exchange	1,15,704
	3,48,663
Less.—Provident Fund contributions out of revenue earnings, not previously made	34,287
	3,14,376

The net earnings have amounted to Rs. 42,04,076, with a percentage on the gross earnings of 44·24 for working expenses, compared with Rs. 30,16,005 in 1888 with a percentage of 57·38. If the special charges already referred to were added to the net earnings of the year 1888, they would stand at Rs. 34,09,972 with a percentage for working expenses of 51·82.

After excluding the special charges before referred to, the net revenue of the year still shows an increase over that in 1888 of Rs. 7,94,104 with a reduced percentage of 7·58 for working expenses, notwithstanding a large increase in the train-mileage and heavier renewals of permanent-way.

The following statement shows in further detail the working expenses, as compared with 1888:

Heads of Accounts.	1889.		1888.	Difference.	
	Including special charges.	Excluding special charges.		Including special charges.	Excluding special charges.
	Rs.	Rs.	Rs.	Rs.	Rs.
Maintenance	10,03,611	10,03,611	8,41,896	—1,61,715	— 1,61,715
Locomotive	11,65,189	11,62,522	10,16,755	—1,48,434	— 1,45,767
Carriage and wagon ...	2,82,946	2,82,946	2,80,051	— 2,895	— 2,895
Traffic	6,49,455	6,46,155	6,76,602	+27,147	+ 30,447
General	5,34,228	4,98,728	4,35,873	— 98,355	— 62,855
Special and miscellaneous ...	4,25,619	73,119	84,430	—3,41,189	+ 11,311
Total ...	40,61,048	36,67,081	33,35,607	— 7,25,441	— 3,31,474

* For the decrease of Rs. 3,31,474 (excluding special charges) the following causes are assigned:

Maintenance.—Notwithstanding an increased outlay of Rs. 43,497 under the subhead 'maintenance and renewal of permanent-way materials,' the total expenditure was less by Rs. 1,61,715 than in 1888, chiefly owing to a reduction having been effected in the number of executive charges and establishments, and to the abolition of unnecessary maintenance gangs.

Locomotive.—Although the train-mileage increased from 2,058,244 in 1888 to 2,158,292 consequent on the increased traffic, the expenditure under locomotive expenses showed a reduction of Rs. 1,45,767, *viz.*, under fuel Rs. 71,448 and under general superintendence and unclassified expenditure Rs. 74,319. The decrease under fuel was chiefly due to reduced freight charges for coal. The consumption of fuel per train-mile showed a small

reduction, *viz.*, lbs. 42·81 as against lbs. 43·55 in 1888, and the cost per train-mile has been reduced from annas 3·43 in 1888 to annas 2·74.

Traffic.—The increase was due to saving in the cost of superintendence, owing to the work of the Traffic Superintendent having been carried on in 1888 by the Agent of the Guaranteed Company, to increased charges in printing and stationery, to larger expenditure in renewals of fittings at stations, to a rise in the price of castor-oil, and to general increased expenditure owing to a larger traffic.

General.—The reduction under general charges was chiefly due to the abolition of the home charges of the late Guaranteed Company, and to reductions effected in the establishment of the Audit Office, &c.

Special and Miscellaneous.—The increase under this head was due to the Provident Fund contribution, against which there was no corresponding charge under the company's management in the previous year.

Lucknow-Sitapur-Sihrámau State Railway.

12. This Provincial railway was worked by the Oudh and Rohilkhand State railway with the following results as compared with those of 1888:

	1888.	1889.	Increase.	Decrease.
	Rs.	Rs.	Rs.	Rs.
Gross earnings	2,58,560	3,21,840	63,280	...
Working expenses exclusive of maintenance, which was done by the Provincial Government ...	1,06,042	1,05,553	...	489
Net earnings	1,52,518	2,16,287	63,769	...
Retained by the Oudh and Rohilkhand State railway...	31,340	69,713	31,373	...
Made over to the Provincial Government ...	1,21,178	1,53,574	32,396	...

There was a decided improvement in the earnings and the receipts realized from both passenger and goods traffic were far in excess of what was anticipated at the beginning of the year when the estimates were being prepared. The accounts and returns received throughout the year showed a steady rise in the traffic.

Eastern Bengal State Railway.

13. The length of line worked was increased by the opening of nearly all the remaining portion (74 miles) of the Assam-Behar line. This system is now divided into the following districts:

i. Eastern section, comprising the old Eastern Bengal system, including the Bengal Central railway and the Budge-Budge extension.

ii. Northern section, comprising the Northern Bengal and Kaunia-Dharlla railways, and the open portion of the Assam-Behar line.

iii. Dacca section, comprising the Dacca line and the transhipment work at Goalundo.

iv. Chitpore goods yard.

The following extensions were opened on the Assam-Behar line:

	Miles.
Katihár to Ráyganj	37
Kasba to Forbesganj	36½

The extension to the Petroleum depôt at Budge-Budge, 13·62 miles, was passed for traffic during the year, and will probably be opened on the 1st of May 1890.

The mileage open was as below:

	Miles.
Eastern section	356
Northern section	429½
Dacca section	86
	871½

The Steamer services between Náráyanganj and Goalundo, Diamond Harbour and Tumlook, Jatrapur and Dhubri, and the ferry service between Dámukdia and Sára, besides the ferries on the Dharlla and Teesta, continued to be worked throughout the year.

The year has been financially a prosperous one, and the net earnings amounted to nearly 7 per cent. on the whole capital expenditure. The jute crop was again a good one, and the railway by concluding agreements for the carriage of baled jute by the combined railway and steamer service from Náráyanganj, succeeded in obtaining more than its normal share of the total despatches.

The danger of further water competition at one time assumed a very serious aspect, for the millowners threatened to construct and place their own fleet on the river, and to carry down raw material for themselves from the jute producing districts. An arrangement was come to between the River Steamer companies and the Mill directors by which jute for the mills was secured to the former, either direct to Calcutta or by the railway *viâ* Goalundo, for a term of years at special rates, and in this way a severe competition for the traffic has for the present been avoided; at the same time it is to be feared, that the eventual outcome of the negotiations effected will be a permanent reduction of the rates for the carriage of jute, with a decrease in the railway earnings from this traffic.

The traffic on the Assam-Behar line, now nearly complete, was satisfactory, and there was a large increase in the earnings on the Dacca line, a result towards which the closing of the Dacca steamer station and the despatch of all Dacca goods by rail from Náráyanganj to Dacca, no doubt appreciably contributed. Putting however this source of revenue on one side, it is encouraging to find that the Dacca line is now paying a moderate interest on its capital outlay, and there is every prospect of a further gradual development of its earnings.

A revised agreement with the Darjeeling-Himalayan railway company for the working of the Siliguri station was executed during the year, and effected considerable improvements in the working arrangements.

The River delivery service between the Gouripore jute mills and Budge Budge continued to be largely used; and the arrangements made by the Calcutta Landing and Shipping company were perhaps even more satisfactory than in the previous year.

No alteration was made in the working agreement with the Port Commissioners; traffic passing on and off the Port Commissioners' line continued to be dealt with by the Port Commissioners.

The agreement with the India General Steam Navigation company for the combined steamer and rail service continued to work satisfactorily, and the contracts with Messrs. Bird and company for handling goods at the River-side and Calcutta termini remained in force during the year.

Some experimental services were run by the India General Steam Navigation company, in connection with the railway; but they were not pecuniarily successful, and were abandoned. The one from Khoolna on the Bengal Central railway to Madaripur, from which considerable results were expected as regards goods traffic, was abandoned after a brief season as no further cargo could be obtained; and a passenger service from Chandpur, the proposed terminus of the Chittagong railway on the Megna river, to Chandipur, a station on the Goalundo-Dacca steamer run was discontinued for want of support from the public.

The goods traffic was heavy, but there was at no time such an unprecedented rush of downwards traffic as was the case during September and October 1888. The total quantity of jute carried was 356,809 tons against 334,431 tons during the previous year, but with the 230 new wagons on the Eastern section which were available this season, and with 320 additional metre gauge wagons, the rolling stock met all requirements. The

difficulties experienced at the ferry at Dámukdia coupled with the closing of the entrance to the Gorai river and the consequent necessity of running traffic to Goalundo for a time, almost paralyzed the traffic from the Northern section.

There was a serious falling off in the rice traffic, the quantity carried being 53,727 tons against 87,529 tons in 1888; the cause of the fluctuation was a partial failure of the crops owing to want of rain in the early part of the year and to heavy floods later on.

The earnings from the parcel traffic were less than in the previous year, on account of the falling off in the fish trade from Goalundo; but the number of Value Payable parcels booked during the year, showed a satisfactory increase. The branch parcel offices in Chowringhee and Strand Road, Calcutta, continued to be largely used.

The number of emigration coolies carried for the tea gardens was comparatively small compared to the traffic in previous years; recruitment in Chota Nágpur was, it is believed, at a stand-still. The special measures to guard against cholera continued in force and very few cases have been reported.

All the Steamer services worked with regularity and the steam-boat earnings largely increased. A portion of the addition was due to the abolition of the "off day" on the Náráyanganj-Goalundo run, where the steamers now ply daily; and also to the Pudma route being maintained throughout the year, thus securing the traffic at the intermediate stations. The remaining increase may be ascribed to the large goods traffic from the Northern section. At the close of the year, the question of making over the Jatrapur-Dhubri service to the River Steam Navigation Company was again brought forward, but no decision on the point was arrived at.

At the Goalundo Ghat there was no trouble during the year, and the Steamer ghâts north of Rajbári, and the boat ghâts at Pachooria, were worked without difficulty. The abandonment, however, of the present steamer ghat, is merely a question of time, and the project for an extension of the line towards Fureedpore is one which calls for early consideration.

At Dámukdia the trouble experienced from the shifting of the bed of the river was far in excess of anything before known: the erosion was heavy, and most of the sidings laid on the river bank had to be taken up soon after they were laid, which necessitated the removal of the traffic working to Kooshtea. When the river fell, moreover, the entrance to the Gorai river at Kooshtea silted up, and the traffic had then to be worked at Goalundo at great expense and inconvenience.

The river at Manihari Ghat continued to give trouble, and it seems probable that a cold weather terminus will have to be made about two miles down the river.

Tirhoot State Railway.

14. The gross earnings were Rs. 18,96,674 as compared with Rs. 18,07,283 in 1888, and the working expenses Rs. 9,18,428 against Rs. 10,08,408, the result being an increase of Rs. 1,79,371 in the net earnings.

There was an improvement both in the coaching and goods traffic; the former showed an increase of Rs. 36,344 and the latter of Rs. 28,768. The increase in the coaching traffic was principally due to 4th class passengers. The total number of passengers rose from 2,107,094, to 2,178,854 and the total coaching earnings from Rs. 7,79,760 to Rs. 8,16,104. Of this increase the 4th class contributed, 69,848 in numbers and Rs. 34,986 in earnings. Increased earnings of Rs. 51,512 under general merchandise mainly accounted for the improvement in the goods traffic. This increase was, however, greatly counterbalanced by the falling off under railway materials for construction and miscellaneous receipts.

The decrease in the working expenses was principally under locomotive expenses, Rs. 32,000; maintenance of way Rs. 26,014; traffic expenses, Rs. 21,924, and special and miscellaneous expenditure Rs. 15,409.

The percentage of net earnings on total capital outlay increased from 3·84 to 4·66.

Nalháti State Railway.

15. In the coaching traffic, there was an increase of Rs. 2,391 due to the development of the 3rd class passenger traffic.

There was a decrease of Rs. 5,057 in goods traffic, principally due to the falling off in the quantity of food grains exported.

Wardha Coal State Railway.

16. The gross earnings during the year amounted to Rs. 3,32,793 against Rs. 316,436, and the working expenses to Rs. 1,70,515 against Rs. 2,34,812; the net earnings being Rs. 1,62,278 against Rs. 81,624. The percentage of working expenses on gross earnings was 51·24.

The traffic in coaching and goods was almost stationary, the earnings being Rs. 44,843 and Rs. 1,87,542 as compared with Rs. 40,712 and Rs. 1,88,487, respectively, during the previous year. The total number of passengers carried was 153,609 against 137,626, and the quantity of goods lifted 148,236 tons against 153,723 tons. The decrease in the goods traffic was chiefly under coal for the public and under grains.

There was a decrease in the working expenses, principally under maintenance of way, works and stations and in general charges, due, respectively, to smaller renewals of sleepers and to the salaries of Indian management having been apportioned between the railway and colliery instead of being charged wholly to the railway.

Cherra-Companyganj State Railway.

17. The total expenditure was Rs. 24,830, whilst the revenue was Rs. 10,316, showing a loss of Rs. 14,514 against a loss of Rs. 20,622 in the previous year. The net loss would have been reduced by Rs. 3,000, if the expenditure incurred in reconstructing the north abutment of the Tharria bridge had not been written back from the capital to the revenue account.

The total weight of public goods carried, consisting principally of limestone, was 13,070 tons against 9,833 tons during the previous year, showing an increase of 3,237 tons or 33 per cent. over the previous traffic. The number of passengers booked was 23,640, or larger by 7,308 than in 1888.

Jorhát State Railway.

18. The earnings from Coaching traffic increased by Rs. 2,338 and those from goods traffic by Rs. 1,454. The total number of passengers booked was 50,943 or larger by 14,856 and the total weight of goods carried was 8,682 tons or less by 252 tons than in 1888, due mainly to a falling off in the tea traffic.

Burma State Railway (including the Toungoo-Mandalay extension.)

19. The last report mentioned the opening of the 220 miles of the Toungoo-Mandalay extension between Toungoo and Mandalay and since then there have been no further additions to the open mileage. The line between Rangoon and Insein, a distance of 9 miles, has however been doubled.

Unusually heavy expenditure was incurred in maintaining portions of the Toungoo-Mandalay extension during the monsoon, when rain first fell on the banks and on the heavy bridge approaches. In some of the banks there was considerable settlement, and a large amount of additional ballast (charged to revenue account) was found necessary to replace that absorbed in the earthwork.

The Toungoo-Mandalay extension was opened throughout to passenger and goods traffic, on the 1st of March 1889. Before that date passengers were conveyed as far as Pyinmana, and goods up to Yamethin, but the earnings then did not pay the expenses. With the opening of the line through from Rangoon to Mandalay, facilities were afforded for the quicker transit of traffic between these two important centres of trade, and the results have proved most promising and satisfactory. The following table exhibits in a condensed form the earnings and expenses as compared with the previous year:

1888.		1889.					
		Irrawady and Sittang Line.		Toungoo-Mandalay Extension.		Total.	
Earnings.	Expenses.	Earnings.	Expenses.	Earnings.	Expenses.	Earnings.	Expenses.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
33,76,218	21,04,259	33,27,440	19,98,651	13,63,823	11,18,060	46,90,263	31,16,711

From the above it will be seen that, although the expenses on the extension were heavy, the net earnings realized were Rs. 2,44,763. The gross earnings on the entire system rose from Rs. 33,76,218 to Rs. 46,90,263.

The opening of the line to Mandalay affected the passenger traffic between Rangoon and Prome much less than was anticipated. The public goods traffic showed considerable increase, being 14,588 tons more than last year, with additional earnings of Rs. 2,21,956. The chief items under which increases took place were cotton twist and yarn, Rs. 10,290; cotton piece goods, Rs. 26,586; provisions, Rs. 75,166; salt, Rs. 32,736; and timber, Rs. 17,289. The last item would have been much heavier had it not been that the export of teak timber by the public from Upper to Lower Burma was practically stopped owing to the monopoly granted to the Bombay Burma Trading Corporation for a term of years.

Great Indian Peninsula Railway.

20. The transactions compare as follows with those of 1888:

		1889.	1888.	Difference.
		Rs.	Rs.	Rs.
Gross earnings	...	3,70,68,814	4,10,59,219	—39,90,405
Working expenses	...	1,90,59,340	1,92,80,268	— 2,20,928
Net earnings	...	1,80,09,474	2,17,78,956	—37,69,482
COACHING TRAFFIC—				
Passengers	... No.	12,104,602	11,351,411	+ 753,191
	... Rs.	73,02,335	71,46,851	+ 1,55,484
Other coaching traffic	...	14,44,629	14,92,109	— 47,480
GOODS TRAFFIC—	... Tons.	2,624,297	3,011,452	— 387,155
	... Rs	2,79,43,119	3,20,11,504	—40,68,385
Telegraph and sundries	...	3,78,731	4,08,755	— 30,024

The decrease in the gross earnings was chiefly due to the falling off in the goods traffic. The principal variations were:

	Increase.	Decrease.
	Rs.	Rs.
Grains	...	35,35,102
Railway plant and rolling stock	...	24,91,029
Cotton, raw	22,79,457	...

The causes which led to the falling off under grains and railway plant and rolling stock were a general failure of crops, high sea-freights prevailing during part of the year and the completion of railways previously under construction.

The increase in the passenger traffic was chiefly in the 3rd class.

The decrease in the working expenses was principally under:

	Rs.
Maintenance	1,58,854
Locomotive	1,66,934

The decrease under maintenance was chiefly due to the transfer of the Bhopal-Itarsi railway to the Indian Midland railway from the 1st of January 1889, to larger credits for old materials sold, and to general retrenchment consequent upon the falling off in the traffic worked.

The decrease in the locomotive expenses was due to the reduction in staff, to less renewals and to a decrease in the quantity of fuel consumed owing to the less train mileage.

Bombay, Baroda and Central India Railway.

21. The working results are compared below with those of 1888, and show that the net earnings increased by Rs. 4,97,895;

	1889.	1888.	Difference.
	Rs.	Rs.	Rs.
Gross earnings ...	1,32,34,371	1,27,38,933	+4,95,438
Working expenses ...	56,17,118	56,19,575	—2,457
Net earnings ...	76,17,253	71,19,358	+4,97,895
Percentage of earnings to working expenses ...	42·44	44·11	—1·67

In coaching traffic the total number of passengers of all classes carried

exceeded the numbers in 1888 by 90,001, and the earnings increased by Rs. 2,43,613, as follows:

Increase of passenger traffic.	Ordinary Tickets.		Season-Tickets.	
	No.	Amount. Rs.	No.	Amount. Rs.
Local and suburban traffic ...	+151,860	+6,608	—617,763	+10,587
Ordinary traffic	+280,084	+2,24,508	—24,180	+1,910
Total ...	+431,944	+2,31,116	—341,943	+12,497
Net increase ...			90,001	2,43,613

The falling off in the number of season-tickets was very marked, but the earnings were better. This result was due to the enhanced fares which came into force on the 1st of October 1888.

There was a decrease of 2,364 tons in goods traffic, and an improvement of Rs. 2,42,414 in earnings. General merchandise contributed Rs. 1,53,849 to this increase. There was a falling off of 9,733 tons in wheat traffic, but this was more than covered by the increase in other grains.

Madras Railway.

22. The gross earnings increased from Rs. 85,31,054 in 1888 to Rs. 91,10,895 or by Rs. 5,79,841, and the working expenses from Rs. 50,09,408 to Rs. 53,72,473 or by Rs. 3,63,065. The net earnings increased by Rs. 2,16,776 having risen from Rs. 35,21,646 to Rs. 37,38,422.

The increase in the number of passengers carried and in the earnings was from 8,003,205 to 8,852,221 and from Rs. 30,86,768 to Rs. 31,80,363 respectively, while the tonnage of goods carried rose from 1,090,333 tons to 1,098,616 tons and the earnings from Rs. 46,65,304 to Rs. 52,04,228.

The increase in the passenger traffic was due to the steady improvement of the 3rd class passenger traffic, the number carried and the earnings having increased by Rs. 8,55,324 and Rs. 1,34,902 respectively. The improvement in the goods traffic occurred chiefly under raw cotton, grain and railway plant and rolling stock.

The increase in the working expenses was principally under:

	Rs.
Maintenance	1,52,315
Locomotive	1,29,497

The increase under maintenance was due to a large sum on account of the Calicut extension having been transferred from capital to revenue, and to the reconstruction of the Penner and Chitravati bridges. The increase under locomotive was mainly accounted for by an increase in the cost and consumption of fuel and in loss by exchange.

There was no alteration in the passenger train service, but an extra goods train in each direction was introduced between Jalárpet and Salem. From the 1st of July the engine loads were generally increased with satisfactory results. The increased loads were based on the actual tonnage hauled, and not on the vehicle carrying capacity, and greater advantage is now taken of the easy gradients on the various lengths.

South Indian Railway.

23. The gross earnings increased from Rs. 54,37,715 to Rs. 57,00,874, or by Rs. 2,63,159, and the working expenses from Rs. 37,50,752 to Rs. 39,96,712, or by Rs. 2,45,960, the net earnings being Rs. 17,04,162, or more by Rs. 17,199. The percentage of working expenses to gross earnings was 70·11 against 68·98.

The increase in the earnings was mainly due to an improvement in the coaching traffic which yielded Rs. 30,63,244 against Rs. 28,71,461 showing an increase of Rs. 1,91,783. The earnings from goods traffic were also better by Rs. 66,469. The number of passengers booked was 7,836,418 against 7,257,271, and the total weight of goods moved, including live-stock 1,238,999 tons against 1,349,998 tons.

Of the increase of Rs. 2,45,960 in the working expenses, Rs. 1,23,592 or 50 per cent. occurred under locomotive expenses, chiefly owing to the enhanced price of coal, heavier repairs to engines and larger debits on account of loss by exchange. In the carriage and wagon and traffic departments the charges also rose by Rs. 60,283 and Rs. 32,942 respectively.

The net earnings of the South Indian railway only gave a return on the total capital outlay of 3·42 per cent. against 3·44 per cent. in 1888.

The Agent, South Indian railway, was, on the 25th of March 1890, served on behalf of the Secretary of State with a notice of purchase by Government of the works and rolling stock of the Company.

The patrol system, introduced between Chingleput and Tindivanam from July 1888, with the object of decreasing the excessive cattle trespass, worked well, and from March 1889 the system was extended to Villupuram. The advisability of patrolling other portions of the line, on which cases of cattle trespass are frequent, is now under consideration.

Darjeeling-Himalayan Railway.

24. With the exception of a few days in July, the passenger and goods traffic was worked without interruption.

The revised working agreement with the Eastern Bengal State railway for the joint working and interchange of traffic at Siliguri station was brought into effect on and from the 1st of July.

The following table shows the revenue transactions, as compared with the preceding year:

Year.	Gross earnings.	Working expenses, including debenture interest.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings to total capital outlay.	Train-mileage.
	Rs.	Rs.	Rs.			
1888 ...	6,14,893	3,31,566	2,83,327	53·92	10·22	141,323
1889 ...	5,74,293	3,45,177	2,29,116	60·10	7·79	126,358

The gross earnings, as compared with the previous year showed a decrease of Rs. 40,600, or 6·60 per cent. and the expenditure showed an increase of Rs. 13,611 or 4·11 per cent. The net earnings decreased by Rs. 54,211 or 19·13 per cent. The total weight of goods carried decreased by 10·98 per cent.

The passenger and goods traffic compared as follows with that of the previous year:

Traffic.	1888.		1889.		Increase.		Decrease.	
	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	Passenger.	Rs.	Passenger.	Rs.	Passenger.	Rs.		Rs.
Coaching ...	42,825	2,14,442	45,610	2,18,364	2,785	3,922	...	...
	Tons.	...	Tons.	...	...	...	Tons.	Rs.
Goods ...	24,657	3,93,872	21,950	3,47,832	...	...	2,707	46,040

Bengal and North-Western Railway.

25. The passengers carried increased from 2,116,945 in number, earning Rs. 7,67,025 in 1888 to 2,221,032, earning Rs. 8,20,854. This showed an increase in the number of passengers carried of 104,087, and in the earnings of Rs. 53,829.

In the goods traffic the tonnage carried was 293,378, earning Rs. 10,49,173, against 285,520, earning Rs. 10,92,329 in 1888. There was thus an increase of 7,858 tons, but a loss in the earnings of Rs. 43,156.

There was a decrease in weight carried under:

	Tons.
Piece goods	669
Wheat	22,308
Rice	11,228
Seeds	6,193

whilst in grains other than those above specified, there was an increase of 30,249 tons.

The crops all over the districts served by this railway were a partial failure, the wheat and rice crops having been poor in the Sarun, Gorakhpur and Basti districts, and in consequence the export in these articles was greatly diminished.

On the other hand, the scarcity in Tirhoot and the Sarun districts stimulated the trade in cheap food-grains, and there was an increase in the tonnage of these staples. The increase in the earnings from this latter, however, fell considerably short of what was required to make up for the loss in the receipts from wheat, rice and seeds.

The total net earnings during the year amounted to Rs. 10,53,964 which gave a dividend on the capital expenditure (reckoned in rupees) of 4·18 per cent. This gave an increase of 0·23 per cent. over the dividend of 1888.

The new flotilla at the Ganges ferry began running on the 1st of April 1889 and has since worked uninterruptedly and satisfactorily. It will probably be able to cope with all the requirements of the traffic, and as its use enables goods to be transferred across the river without loss or damage, it will doubtless help towards the development of traffic.

No progress has yet been made in renewing the boats at the Ajodhya ferry, but negotiations with this view are now in progress with the local Government. In the meantime the old boats have been maintained as well as possible, and the traffic continued to be conducted satisfactorily.

Rohilkhand-Kumaun Railway.

26. The traffic in both coaching and goods showed an increase, being Rs. 1,84,916 in coaching and Rs. 81,187 in goods, against Rs. 1,75,702 and Rs. 70,872, respectively, during 1888.

On the other hand, the working expenses increased to Rs. 2,12,135 from Rs. 1,91,972 in 1888 leaving the net earnings only Rs. 18,016 better than in the previous year.

An increase in the passenger traffic occurred under all classes, but chiefly in the intermediate and third classes.

The tonga and carting service worked well during the year. The earnings from this service increased from Rs. 36,686 to Rs. 52,064, and the working expenses from Rs. 34,145 to Rs. 52,064. There were great difficulties experienced with the cart service owing to an outbreak of cholera, and high rates had to be paid for carts in consequence.

Dibru-Sadiya Railway.

27. The gross earnings increased from Rs. 4,25,530 in 1888 to Rs. 4,64,018, the working expenses from Rs. 3,23,771 to Rs. 3,38,871 and the net earnings from Rs. 1,01,759 to Rs. 1,25,147.

Both the coaching and the goods traffic improved, the former by Rs. 3,299 and the latter by Rs. 28,882. The increased coaching traffic was principally due to an increase in the number of 3rd class passengers. The total number of passengers increased by 10,190 and the earnings by Rs. 3,925.

The improvement in the goods traffic is accounted for by a rise in the earnings from general merchandise, which increased from Rs. 1,23,767 to Rs. 1,41,491.

The increase of working expenses was principally under locomotive expenses Rs. 9,698, and maintenance of way Rs. 5,519. The former was chiefly owing to a considerable development of the company's coal business and the latter to the maintenance and renewal of permanent way and repairs of stations, &c., which were damaged by the heavy rains and floods in June and July.

The percentage of net earnings on total capital outlay increased from 1·89 to 2·27.

The Nizam's Guaranteed State Railway.

28. The line was opened throughout for public traffic on the 10th of February 1889. Including the Bezvada extension, the total length of the line worked by the Nizam's Guaranteed railway Company was 350¾ miles.

The gross earnings of the amalgamated undertaking amounted to Rs. 23,34,133 and the working expenses to Rs. 15,61,620. The net earnings were Rs. 7,72,513 as compared with Rs. 7,57,467 in 1888, showing an increase of Rs. 15,046 over the previous year. The percentage of working expenses on gross earnings was 66·90 against 57·35.

The coaching traffic showed an increase of Rs. 95,960, principally in 4th class passengers, due to the increased length of line worked. The number of passengers carried increased from 901,043 in 1888 to 1,000,492 or by 99,449; of this increase 99,124 passengers and Rs. 78,482 were due to the 4th class.

There was also an increase of Rs. 4,56,555 in goods traffic, of which Rs. 3,23,737 were under general merchandise. The following are the principal heads under which there were increases:

	Rs.
Coal	1,66,573
Grains...	1,51,744
Provisions	38,722
Oil seeds	30,411
Tobacco	23,280
Metals	15,507
Salt	14,440

The maintenance expenses increased from Rs. 2,61,517 to Rs. 6,45,394 and were mainly due to the renewal of 11 miles of permanent-way on the Wadi-Secunderabad section.

There were increases also in the other departments due to the extra mileage worked, and to the cost of establishment being now debited to revenue.

The percentage of net earnings on the total capital outlay amounted to 2·15.

Jodhpore State Railway.

29. The gross earnings of the line decreased from Rs. 3,60,803 in 1888 to Rs. 3,59,358, and the total expenditure from Rs. 1,69,245 to Rs. 1,67,100, the result being an increase of Rs. 700 in net earnings, which rose from Rs. 1,91,558 to Rs. 1,92,258. The decrease in gross earnings was principally due to the earnings under the head of electric telegraph having fallen off from Rs. 9,644 to Rs. 6,797, a portion of which was made up by an increase of Rs. 1,463 under receipts from sundries. The reduction of working expenses was, under maintenance of way Rs. 1,388 and under locomotive expenses Rs. 1,971.

The coaching traffic showed an increase of Rs. 7,172 principally in 3rd class passengers, and the goods traffic a decrease of Rs. 7,233. The total number of passengers rose from 288,364 in 1888 to 299,923 and the earnings from Rs. 1,38,261 to Rs. 1,46,543, of which 11,402 passengers and Rs. 7,735 were represented by the 3rd class. The decrease in goods traffic was principally under general merchandise and coal for the public.

The difficulty formerly experienced in dealing with drift sand was satisfactorily overcome. The side slopes of the loose sand cuttings were taken out at slopes of 10 to 1 and were plastered with mud, the drift sand in this way being blown over the hardened surface without accumulating. In the case of

cuttings in hard sand a thick hedge was made along the windward side about 15 feet back from the edge of the cutting, which stopped the drift sand, so that but little went into the cutting. All that was necessary was to occasionally remove the sand collected along the hedge.

Bhávnagar-Gondal-Junágarh-Porbandar State Railway.

30. The gross earnings amounted to Rs. 13,80,416, or Rs. 2·91 per train mile, and the net earnings to Rs. 5,99,831, giving a percentage of 3·69 on the total capital outlay. The working expenses amounted to Rs. 7,80,585, and absorbed 56·55 per cent. of the gross earnings.

The number of passengers carried was 1,167,366, against 847,268 in 1888. The general merchandise traffic was 103,252 tons against 89,846 tons in 1888, and the total earnings showed an increase of Rs. 2,60,156.

Statement showing the Passenger Traffic on the several

PASSENGER

Serial number.	RAILWAY.	First class.		Second class.		Third or Intermediate class.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
			Rs.		Rs.		Rs.
	State Lines worked by Companies.						
I	East Indian (a)	47,269	4,87,350	161,539	6,78,804	678,858	5,89,436
II	Patna-Gya	Included with the East Indian railway.				...	...
III	Bareilly-Pilibhit	324	1,029	...	...	1,242	1,059
IV	Bengal-Nágpur	2,608	7,032	17,929	12,106	31,983	8,504
V	Indian Midland (c)	5,040	38,740	15,420	45,055	...	...
VI	Bhopal-Itárси (British section) ...	Included with the Indian Midland railway.				...	...
VII	Rajputana-Malwa	15,572	1,36,443	70,877	2,48,808	242,447	2,82,829
VIII	Dhond-Manmád	Included with the Great Indian Peninsula railway.					...
IX	Southern Mahratta (d) ...	10,125	67,236	25,085	64,078	...	...
X	Southern Mahratta, Mysore section	Included with the Southern Mahratta railway.				...	...
XI	Bezváda Extension	Included with the Nizam's Guaranteed State railway.					...
XII	Villupuram-Guntakal ...	786	1,801	3,646	2,213	...	...
	Total ...	81,724	7,39,631	294,496	10,51,064	954,580	8,81,828
	State Lines worked by the State.						
XIII	North Western (e)	40,172	2,99,404	122,857	3,24,581	414,067	4,04,591
XIV	Amritsar-Pathánkot	Included with the North Western railway.				...	...
XV	Oudh and Rohilkhand ...	...	...	(f) 42,091	(f) 1,54,851	101,333	1,16,967
XVI	Lucknow-Sitapur-Sihrámau ...	...	....	(f) 4,015	(f) 7,549	5,145	3,891
XVII	Tirhoot	8,781	26,127	10,003	16,266	10,123	7,952
XVIII	Eastern Bengal	45,382	1,41,141	121,744	1,46,057	998,889	4,25,031
XIX	Bengal Central	3,468	4,431	32,319	13,520	167,786	75,281
XX	Nalháti	616	1,759	6,066	5,342	...	...
XXI	Wardha Coal	285	763	589	855	1,997	1,228
XXII	Cherra-Companygani	(f) 141	(f) 129	...	...	(g) 23,499	(g) 1,642
XXIII	Jorhát	(f) 1,475	(f) 1,340	...	...	(g) 49,468	(g) 8,169
XXIV	Burma (h)	12,144	62,068	110,985	1,48,628	...	...
XXV	Toungoo-Mandalay	Included with the Burma State railway.				...	...
	Total ...	112,464	5,37,172	450,669	8,17,649	1,772,307	10,44,752
	Carried over ...	194,188	12,76,803	745,165	18,68,713	2,726,887	19,26,580

(a) Includes the Patna-Gya and Tárakeshwar railways for the whole year; the Sindia railway for January and February 1889, and the Asansol-Purulia section of the Bengal-Nágpur railway from the 12th of June to the 31st of December 1889.
(b) These figures differ from those obtained from the Revenue Accounts owing to through passenger traffic to and from the lines worked being counted once only in the Traffic Return instead of for each line separately.
(c) Includes the Bhopal-Itárси railway for the whole year and the Sindia railway from the 1st of March 1889.
(d) Includes the Southern Mahratta railway, Mysore section.

Railways during the year ending the 31st of December 1889.

TRAFFIC.					RAILWAY.	Serial number.
Lowest (3rd or 4th) class.		Other coaching traffic.	Total.			
Number.	Earnings.		Number.	Earnings.		
	Rs.	Rs.		Rs.		
					State Lines worked by Companies.	
13,964,375	1,21,04,528	16,58,532	(*b*) 14,852,041	1,55,18,650	East Indian (*a*)	I
...	...	...	...	...	Patna-Gya	II
128,203	38,620	2,267	129,859	42,975	Bareilly-Pilibhit	III
798,863	3,28,633	22,271	851,383	3,78,546	Bengal-Nágpur	IV
1,281,150	10,28,751	1,16,949	(*b*) 1,301,610	12,29,495	Indian Midland (*c*)	V
...	...	...	...	...	Bhopal-Itársi (British section) ...	VI
8,392,399	47,02,206	6,46,047	8,721,295	60,16,333.	Rajputana-Malwa	VII
...	...				Dhond-Manmád	VIII
3,369,157	18,20,828	1,84,868	3,404,367	21,37,010	Southern Mahratta (*d*) ...	IX
...	...	...	...	...	Southern Mahratta, Mysore section.	X
...	...	...	...	...	Bezváda Extension	XI
699,198	1,80,907	5,353	703,625	1,90,274	Villupuram-Guntakal ...	XII
28,633,430	2,02,04,473	26,36,287	29,964,180	2,55,13,283	Total.	
					State Lines worked by the State.	
9,486,629	65,87,334	11,16,028	10,063,719	87,31,938	North Western (*e*)	XIII
...	...	...	...	...	Amritsar-Pathánkot ...	XIV
(*g*) 4,896,202	(*g*) 28,37,783	2,98,230	5,039,626	34,07,831	Oudh and Rohilkhand	XV
(*g*) 515,130	(*g*) 1,46,153	8,962	524,290	1,66,555	Lucknow-Sitapur-Sihrámau ...	XVI
2,149,947	7,02,821	62,928	2,178,854	8,16,104	Tirhoot	XVII
6,516,725	24,75,301	4,56,309	7,682,740	36,43,839	Eastern Bengal	XVIII
1,291,202	4,08,007	13,831	1,494,775	5,15,070	Bengal Central	XIX
166,029	51,810	5,515	172,711	64,426	Nalhati	XX
150,782	38,718	3,279	153,609	44,843	Wardha Coal	XXI
...	...	46	28,640	1,817	Cheera-Ccmpanyganj ...	XXII
...	...	334	50,943	9,843	Jorhát	XXIII
4,814,995	25,61,519	1,29,080	4,938,124	29,02,195	Burma (*h*)	XXIV
...	...	...	...	...	Toungoo-Mandalay	XXV
29,987,591	1,58,09,446	20,95,442	32,323,031	2,03,04,461	Total.	
58,621,021	3,60,13,919	47,31,729	62,287,211	4,58,17,744	Carried over.	

(*c*) Includes the Amritsar-Pathánkot railway for the whole year, and the Rájpura-Bhátinda railway up to the 12th of October 1889.
(*f*) Upper Class.
(*g*) Lower Class.
(*h*) Includes the Toungoo-Mandalay railway.

Statement showing the Passenger Traffic on the several

Serial number.	RAILWAY.	PASSENGER					
		FIRST CLASS.		SECOND CLASS.		THIRD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
			Rs.		Rs.		Rs.
	BROUGHT FORWARD ...	194,188	12,76,803	745,165	18,68,713	2,726,337	19,26,580
	Lines worked by Guaranteed Companies.						
XXX	GREAT INDIAN PENINSULA (a) ...	74,767	3,90,924	545,401	6,18,396	(b) 561,150	(b) 9,62,754
XXXI	BOMBAY, BARODA AND CENTRAL INDIA (d)	104,139	1,32,832	919,403	3,01,662	497,732	8,10,789
XXXII	MADRAS	16,653	1,78,021	65,727	1,82,820	...	...
XXXIII	SOUTH INDIAN (e)	15,193	53,606	109,499	98,488	10,045	6,977
	TOTAL ...	210,752	7,55,383	1,640,030	12,01,366	1,068,927	17,80,520
	Assisted Companies.						
XXXIV	TÁRAKESHWAR	Included with the East Indian railway.				...	...
XXXV	DEOGHUR	601	300	...	...	212,423	25,565
XXXVI	DARJEELING-HIMALAYAN ...	3,575	45,161	6,902	45,153	...	...
XXXVII	BENGAL AND NORTH-WESTERN ...	5,141	18,252	10,469	14,718	7,447	5,168
XXXVIII	ROHILKHAND-KUMAUN ...	3,584	32,678	...	...	6,964	30,682
XXXIX	DIBRU-SADIYA	1,848	4,685	1,682	2,242	...	...
XL	THATON-DUYINZÁIK	...	...	...	...	...	...
	TOTAL ...	14,699	96,076	19,053	62,113	226,834	61,415
	Native States Lines worked by Companies.						
XLII	KHÁMGAON	Included with the Great Indian Peninsula railway.					
XLIII	AMRÁOTI						
XLIV	BHOPAL-ITÁRSI (NATIVE STATES SECTION)	Included with the Indian Midland railway.					
XLV	THE NIZAM'S GUARANTEED STATE (g)	7,238	52,220	33,119	60,242	215,950	1,42,506
XLVI	THE GAEKWAR'S DABHOI ...	...	...	(h) 3,484	(h) 2,979	...	...
XLVII	THE GAEKWAR'S MEHSÁNA ...	...	...	732	459	...	...
	TOTAL ...	7,238	52,220	37,335	63,680	215,950	1,42,506
	Native States Lines worked by the State.						
XLIX	RÁJPURA-BHÁTINDA (f)	149	743	267	495	783	696
	TOTAL ...	149	743	267	495	783	696
	Native States Lines.						
LI	JODHPORE	615	3,425	2,290	3,988	...	...
LII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	3,526	11,060	25,612	25,867	...	...
LIII	MORVI	...	...	(h) 2,938	(h) 5,888	...	...
	TOTAL ...	4,141	14,485	30,840	35,743	...	...
	Foreign Lines.						
LV	WEST OF INDIA PORTUGUESE ...	2,160	2,023	11,491	3,884	...	...
LVI	PONDICHERRY	Included with the South Indian railway.					
	TOTAL ...	2,160	2,023	11,491	3,884	...	...
	Total of all Railways ...	433,327	21,97,733	2,484,181	32,35,994	4,239,931	39,11,717

(a) Includes the Dhond-Manmád, Khámgaon and Amráoti State railways.
(b) Third class passengers by mail trains.
(c) Third class passengers by other than mail trains.
(d) Includes the Pátri branch.
(e) Includes the Pondicherry railway.
(f) 1st, and and 3rd classes.

Railways during the year ending the 31st of December 1889—concld.

TRAFFIC.					RAILWAY.	Serial number.
Lowest (3rd or 4th class.)		Other coaching traffic.	Total.			
Number.	Earnings.		Number.	Earnings.		
58,621,021	Rs. 3,60,13,919	Rs. 47,31,729	62,287,211	Rs. 4,58,17,744	Brought forward.	
					Lines worked by Guaranteed Companies.	
(c)10,923,284	(c) 53,30,261	14,44,629	12,104,602	87,46,964	Great Indian Peninsula (a) ...	XXX
11,918,946	26,13,910	4,82,897	13,435,220	43,42,090	Bombay, Baroda and Central India (d)	XXXI
8,769,841	28,19,522	5,37,527	8,852,221	37,17,890	Madras	XXXII
7,701,680	27,48,879	1,55,294	7,836,417	30,63,244	South Indian (e)	XXXIII
39,308,751	1,35,12,572	26,20,347	42,228,460	1,98,70,188	Total.	
					Assisted Companies.	
...	...	...	...	...	Tárakeshwar	XXXIV
...	...	...	213,024	25,865	Deoghur	XXXV
35,133	76,741	51,309	45,610	2,18,364	Darjeeling-Himalayan ...	XXXVI
2,197,975	7,87,716	46,021	2,221,032	8,66,875	Bengal and North-Western ...	XXXVII
131,802	82,870	38,686	142,300	1,84,916	Rohilkhand-Kumaun ...	XXXVIII
74,924	42,858	8,300	78,454	58,085	Dibru-Sádiya	XXXIX
(f) 18,465	(f) 12,944	...	18,465	12,944	Thatón-Doyinzáik	XL
2,458,299	10,03,129	1,44,316	2,718,885	13,67,049	Total.	
					Native States Lines worked by Companies.	
			...	...	Khámgaon	XLII
					Amráoti	XLIII
					Bhopal-Itársi (Native States section.)	XLIV
744,184	4,40,918	91,696	1,000,491	7,87,582	The Nizam's Guaranteed State (g)	XLV
(i) 289,430	(i) 86,913	2,528	292,914	92,420	The Gaekwar's Dabhoi ...	XLVI
188,402	82,973	1,117	189,134	84,549	The Gaekwar's Mehsána ...	XLVII
1,222,016	5,60,804	95,341	1,482,539	9,14,551	Total.	
					Native States Lines worked by the State.	
59,617	35,440	6,105	60,816	43,479	Rájpura-Bhátinda (j)	XLIX
59,617	35,440	6,105	60,816	43,479	Total.	
					Native States Lines.	
297,018	1,39,130	15,584	299,923	1,62,127	Jodhpore	LI
1,138,228	6,25,495	39,554	1,167,366	7,01,976	Bhávnagar-Gondal-Junágarh-Porbandar.	LII
(i) 154,245	(i) 94,117	9,028	157,183	1,09,033	Morvi	LIII
1,589,491	6,58,742	64,166	1,624,472	9,73,136	Total.	
					Foreign Lines.	
234,438	44,369	5,958	248,089	56,234	West of India Portuguese	LV
		...	...	...	Pondicherry	LVI
234,438	44,369	5,958	248,089	56,234	Total.	
103,493,633	5,20,28,975	76,67,962	110,650,472	6,90,42,381	**Total of all Railways.**	

(g) Includes the Bezváda extension.
(h) Upper class.
(i) Lower class.
(j) The transactions shown against this railway are for the period from the 13th October to the 31st of December 1889. The transactions for the remaining period of the year are included with the North Western railway.

Statement showing the Goods Traffic on the several Railways

GOODS

Serial number.	Railway.	General merchandise.		Military stores.		Railway materials for construction.		Coal for public and construction.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	State Lines worked by Companies.		Rs.		Rs.		Rs.		Rs.
I	East Indian (*a*) ...	2,461,181	2,13,32,008	10,083	4,47,709	87,630	48,024	1,407,872	66,23,433
II	Patna-Gya	Included	with the East	Indian	railway	...	...	...	...
III	Bareilly-Pilibhit ...	35,194	58,965	2	8	666	442	93	28
IV	Bengal-Nágpur ...	176,173	9,52,182	170	576	193,673	3,39,626	40,831	83,425
V	Indian Midland (*b*) ...	162,126	12,86,354	617	8,365	459,572	3,74,330	5,335	27,366
VI	Bhopal-Itársi (British section)	Included	with the Indian	Midland	railway	....	...	...	...
VII	Rajputana-Malwa ...	1,166,502	1,29,27,752	5,138	1,23,195	44,257	70,517	8,057	55,195
VIII	Dhond-Manmád ...	Included	with the Great	Indian Peninsula	railway	...	...	...	...
IX	Southern Mahratta (*d*)	462,570	22,64,107	1,023	9,612	58,774	1,61,233	1,450	4,916
X	Southern Mahratta, Mysore section ...	Included	with the Southern	Mahratta	railway	...	...	...	...
XI	Bezvada Extension ...	Included	with the Nizam's	Guaranteed State	railway	...	...	...	...
XII	Villupuram-Guntakal	33,705	55,292	7	59	15,684	790	5	6
	Total	4,397,451	3,98,76,660	17,040	5,89,524	860,256	9,94,962	1,464,213	67,94,369
	State Lines worked by the State.								
XIII	North Western (*c*) ...	1,753,560	1,68,29,777	17,565	4,25,960	252,469	2,41,653	12,998	86,139
XIV	Amritsar-Pathánkot ...	Included	with the North	Western	railway	...	...	...	...
XV	Oudh and Rohilkhand	747,212	32,84,586	3,003	26,087	100,167	59,719	24,010	1,32,421
XVI	Lucknow-Sitapur-Sitapur	74,442	1,47,192	121	576	3,842	2,167	...	...
XVII	Tirhoot	299,223	8,04,519	18	167	6,024	20,647	12,230	22,985
XVIII	Eastern Bengal ...	852,948	60,24,431	1,504	25,797	30,792	58,720	81,254	1,16,901
XIX	Bengal Central ...	76,249	1,90,649	203	271	112	17	20,568	15,951
XX	Nalhati	10,673	19,242	1	6	...	...	8,605	14,523
XXI	Wardha Coal ...	36,657	71,812	...	...	34	43	109,795	1,13,222
XXII	Chebra-Companyganj ...	13,028	8,205	...	...	2	1	42	25
XXIII	Jorhát	7,515	46,293	...	...	41	93	873	1,143
XXIV	Burma (*g*)	294,781	14,33,448	1,113	26,295	154,114	1,09,255	847	2,394
XXV	Toungoo-Mandalay ...	Included	with the Burma	State	railway	...	...	...	...
	Total ...	4,166,288	2,88,60,154	23,528	5,05,159	547,537	4,92,535	271,122	5,05,704
	Carried over ...	8,663,739	6,77,36,814	40,568	10,94,683	1,407,793	14,87,497	1,735,365	73,00,073

(*a*) Includes the Patna-Gya and Tárakeshwar railways for the whole year; the Sindia railway for January and February 1889, and the Asansol-Purulia section of the Bengal-Nágpur railway from the 12th of June to the 31st of December 1889.
(*b*) Includes the Bhopal-Itársi railway for the whole year and the Sindia railway from the 1st of March to the 31st of December 1889.
(*c*) These figures differ from those obtained from the Revenue Accounts owing to the through goods traffic to and from the branch lines worked being counted once only in the traffic Return instead of for each line separately.

during the year ending the 31st of December 1889.

TRAFFIC.

Coal for revenue only.		Revenue stores other than coal.		Live stock.		Miscellaneous.	Total.		Railway.	Serial number.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Earnings.	Tons.	Earnings.		
	Rs.		Rs.		Rs.	Rs.		Rs.	State Lines worked by Companies.	
193,352	4,02,536	729,433	6,36,548	2,241	91,373	1,05,707	(c) 4,891,792	2,96,87,338	East Indian (*a*) ...	I
...	...	...	...	...	...	...	...	...	Patna-Gya	II
...	...	834	339	...	...	133	36,839	59,915	Bareilly-Pilibhit ...	III
12,360	25,738	55,341	30,049	1	60	8,653	478,549	14,40,309	Bengal-Nágpur ...	IV
19,339	45,470	18,713	13,299	69	1,772	5,172	(c) 666,371	17,62,128	Indian Midland (*b*) ...	V
...	...	...	...	...	...	...	...	...	Bhopal-Itársi (British section)	VI
80,747	2,98,666	71,178	1,55,828	1,862	27,309	15,029	1,377,741	1,36,73,491	Rajputana-Malwa ...	VII
...	...	...	...	...	...	...	...	...	Dhond-Manmád ...	VIII
7,939	25,793	128,418	2,04,171	72	1,518	9,555	660,216	26,80,905	Southern Mahratta (*d*) ...	IX
...	...	...	...	...	...	...	...	...	Southern Mahratta, Mysore section.	X
...	...	...	...	...	...	...	...	...	Bezvada Extension ...	XI
7	11	17,518	4,588	37	324	184	66,963	61,254	Villupuram-Guntakal ...	XII
313,744	7,98,214	1,021,485	10,44,822	4,282	1,22,356	1,44,433	8,178,501	4,93,65,310	Total.	
									State Lines worked by the State.	
108,307	4,42,539	773,569	6,86,182	1,350	35,427	50,599	2,919,818	1,87,98,296	North Western (*e*) ...	XIII
...	...	...	...	...	...	...	...	...	Amritsar-Pathánkot ...	XIV
36,327	1,23,634	222,939	88,849	200	4,425	19,001	1,134,698	37,38,722	Oudh and Rohilkhand ...	XV
15	22	4,955	787	...	...	767	83,375	(*f*) 1,43,566	Lucknow-Sitapur-Sihámau	XVI
6,002	4,261	7,978	9,159	59	137	10,672	331,534	8,72,747	Tirhoot	XVII
73,284	98,954	67,167	79,719	129	4,957	36,625	1,107,028	64,46,104	Eastern Bengal ...	XVII
6,121	2,063	981	733	6	121	630	104,240	2,10,440	Bengal Central ...	XIX
...	...	1,010	282	...	...	369	20,289	34,432	Nalhátí	XX
10	4	1,740	2,138	...	...	323	148,236	1,87,512	Wardha Coal	XXI
263	18	584	66	...	...	20	13,919	8,335	Cherra-Companyganj ...	XXII
279	376	474	942	...	...	16	8,682	48,863	Jorhát	XXIII
1,789	4,762	112,971	77,578	2,787	50,727	6,334	567,902	17,10,793	Burma (*g*)	XXIV
...	...	...	...	...	...	...	...	...	Toungoo-Mandalay ...	XXV
232,347	6,76,658	1,194,868	9,46,435	4,531	95,794	1,25,356	6,439,721	3,22,04,830	Total.	
546,091	14,74,872	2,215,853	19,91,257	8,813	2,18,150	2,69,789	14,618,222	8,15,70,170	Carried over..	

(*d*) Includes the Southern Mahratta railway, Mysore section.
(*e*) Includes the Amritsar-Pathánkot State railway for the whole year and the Rájpura-Bhátinda railway up to the 12th of October 1889.
(*f*) Excludes Rs. 2,995 on account of Ballast train earnings due to the Oudh and Rohilkhand railway entered in the preceding columns and included with the figures of the Oudh and Rohilkhand railway.
(*g*) Includes the Toungoo-Mandalay railway.

Statement showing the Goods Traffic on the several Railways

Serial number.	Railway.	GOODS							
		General merchandise.		Military stores.		Railway materials for construction.		Coal for public and construction.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	Brought forward ...	8,663,739	Rs. 6,77,36,814	40,568	Rs. 10,94,683	1,407,793	Rs. 14,87,497	1,735,365	Rs. 73,00,073
	Lines worked by Guaranteed Companies. (a)								
XXX	Great Indian Peninsula	1,685,931	2,58,68,111	5,587	1,46,977	264,936	1,17,368	77,384	1,80,768
XXXI	Bombay, Baroda and Central India (b)	992,524	78,07,018	1,716	51,063	7,404	6,148	40,350	2,26,531
XXXII	Madras	787,183	48,36,774	1,578	68,637	13,490	51,099	11,356	72,591
XXXIII	South Indian (c) ...	721,936	23,84,511	108	3,296	71,371	42,440	...	...
	Total ...	4,187,574	4,08,96,414	8,989	2,69,978	357,201	2,17,055	129,590	4,79,890
	Assisted Companies.								
XXXIV	Tárakeshwar ...	Included with the East Indian railway ...				...	...	...	...
XXXV	Deoghur	7,855	2,466	...	...	...	...	...	...
XXXVI	Darjeerling-Himalayan	18,180	3,25,325	...	...	...	...	448	4,283
XXXVII	Bengal and North-Western.	259,491	9,89,938	3	45	15,551	23,336	1,762	5,901
XXXVIII	Rohilkhand-Kumaun ...	36,285	73,810	421	2,721	2,061	2,789	94	34
XXXIX	Dibru-Sadiya ...	21,260	1,41,491	...	...	...	...	109,885	2,46,147
XL	Thatón-Duyinzáik ...	9,507	16,253	...	...	...	...	...	...
	Total ...	352,578	15,48,983	424	2,766	17,612	26,125	112,189	2,56,370
	Native States Lines worked by Companies.								
XLII	Khamgaon	Included with the Great Indian Peninsula railway				...	...	...	...
XLIII	Amráoti								
XLIV	Bhopal-Itársi (Native States section).	Included with the Indian Midland railway				...	...	...	...
XLV	The Nizam's Guaranteed State (d)	169,234	11,53,623	627	11,785	40,138	29,023	28,598	1,74,329
XLVI	The Gaekwar's Dabhoi	25,625	47,075	...	...	1,046	559	10	17
XLVII	The Gaekwar's Mehsána	21,980	17,191	...	...	1,748	870	5	3
	Total ...	216,839	12,17,889	627	11,785	42,932	30,452	28,613	1,74,349
	Native States Lines worked by the State.								
XLIV	Rájpura-Bhátinda (e) ...	24,778	38,101	33	392	5,392	7,366	290	179
	Total ...	24,778	38,101	33	392	5,392	7,366	290	179
	Native States Lines.								
LI	Jodhpore	35,999	1,81,191	...	2	...	...	292	1,078
LII	Bhávnagar-Gondal-Junágarh-Porbandar	103,253	5,37,205	...	...	63,399	66,919	1,328	4,298
LIII	Morvi	10,598	63,968	...	...	...	...	26	137
	Total ...	149,850	7,82,364	...	2	63,399	66,919	1,646	5,513
	Foreign Lines.								
LV	West of India Portuguese.	75,574	2,65,629	...	...	2,478	3,525	8,018	11,328
LVI	Pondicherry ...	Included with the South Indian railway				...	...	...	...
	Total ...	75,574	2,65,629	...	...	2,478	3,525	8,018	11,328
	Total of all Railways.	13,670,932	11,24,86,194	50,641	13,79,606	1,896,807	18,38,939	2,015,711	82,27,702

(a) Includes the Dhond-Manmád, Khámgaon and Amráoti State railways.

(b) Includes the Páiri branch.

(c) Includes the Pondicherry railway.

during the year ending the 31st of December 1889—concld.

TRAFFIC.										
Coal for revenue only.		Revenue stores other than coal.		Live stock.		Miscellaneous.	Total.		Railway.	Serial number.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Earnings.	Tons.	Earnings.		
546,091	Rs. 14,74,872	2,215,853	Rs. 19,91,257	8,813	Rs. 2,18,150	Rs. 2,69,789	14,618,222	Rs. 8,15,70,170	Brought forward.	
									Lines worked by Guaranteed Companies.	
163,694	6,13,760	416,684	7,83,730	10,081	1,22,963	1,09,442	2,624,297	2,79,43,119	Great Indian Peninsula (*a*)	XXX
57,186	1,32,849	112,291	1,36,983	13,707	2,80,797	8,088	1,225,178	86,49,482	Bombay, Baroda and Central India. (*b*)	XXXI
1,386	2,131	281,948	1,17,707	1,175	39,023	16,266	1,098,616	52,04,228	Madras	XXXII
14,384	23,037	431,063	1,11,187	137	2,177	3,893	1,238,999	25,70,041	South Indian (*c*) ...	XXXIII
236,650	7,71,777	1,241,986	11,49,607	25,100	4,44,960	1,37,189	6,187,090	4,43,66,870	Total.	
									Assisted Companies.	
...	...	...	...	...	...	...	...	...	Tárakeshwar	XXXIV
218	...	...	...	...	...	...	8,073	2,466	Déoghur	XXXV
3,029	14,664	293	1,377	...	...	2,178	21,950	3,47,832	Darjeeling-Himalayan ...	XXXVI
15,350	18,774	1,220	5,479	134	2,590	3,110	293,511	10,49,173	Bengal and North-Western	XXXVII
...	...	2,230	1,826	23	132	175	41,114	81,187	Rohilkhand-Kumaun ...	XXXVIII
...	...	920	2,409	9	477	574	132,074	3,91,098	Dibru-Sadiya	XXXIX
...	...	...	...	...	...	...	9,507	16,253	Thaton-Duyinzáik ...	XL
18,597	33,438	4,663	11,091	166	3,199	6,037	506,229	18,88,009	Total.	
									Native States Lines worked by Companies.	
...	...	...	...	...	...	...	...	...	Khámgaon	XLII
									Amráoti	XLIII
...	...	...	...	...	...	...	...	...	Bhopal-Itársi (Native States section).	XLIV
14,573	34,301	274,512	41,675	123	2,508	9,612	527,805	14,56,856	The Nizam's Guaranteed State. (*d*)	XLV
153	87	2,600	1,146	14	51	82	29,448	49,017	The Gaekwar's Dabhoi ...	XLVI
...	...	229	221	...	...	441	23,962	18,726	The Gaekwar's Mehsána...	XLVII
14,726	34,388	277,341	43,042	137	2,559	10,135	581,215	15,24,599	Total.	
									Native States Lines worked by the State.	
206	120	1,598	384	10	22	344	32,307	46,908	Rájpura-Bhátinda (*e*) ...	XLIX
206	120	1,598	384	10	22	344	32,307	46,908	Total.	
									Native States Lines.	
24	20	1,400	709	20	272	866	37,735	1,84,138	Jodhpore	LI
9,894	8,385	3,843	3,285	25	336	744	181,742	6,21,172	Bhávnagar-Gondal-Junágarh-Porbandar.	LII
...	...	...	...	...	...	131	10,624	64,236	Morvi	LIII
9,918	8,405	5,243	3,994	45	608	1,741	230,101	8,69,546	Total.	
									Foreign Lines.	
60	37	7,814	8,801	3	30	446	93,947	2,89,796	West of India Portuguese	LV
...	...	...	...	...	...	...	...	...	Pondicherry	LVI
60	37	7,814	8,801	3	30	446	93,947	2,89,796	Total.	
826,248	23,23,037	3,754,498	32,08,176	34,274	6,69,528	4,25,681	22,249,111	13,05,55,898	**Total of all Railways**	

(*d*) Includes the Bezváda extension.

(*e*) The transactions shown against this railway are for the period from the 13th of October to the 31st of December 1889. The transactions from the 1st of January to the 12th of October 1889 are included with the North Western railway.

Statement showing the unit mileages of passengers and goods carried on

Serial number.	RAILWAY.	PASSENGER TRAFFIC.						
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACHING TRAFFIC.	
		First class.	Second class.	Third or Intermediate class.	Lowest class (3rd or 4th).	Total.	Ton-miles.	General merchandise.
	State Lines worked by Companies.							
I	EAST INDIAN (a)	6,381,874	23,293,912	32,491,202	927,799,129	989,966,117	11,072,276	638,817,632
II	PATNA-GYA	Included with the East Indian railway.			...	...	...	...
III	BAREILLY-PILIBHIT	10,976	...	45,184	3,707,520	3,763,680	7,643	1,167,042
IV	BENGAL-NÁGPUR	94,528	481,151	644,774	25,805,382	27,025,835	84,223	17,759,623
V	INDIAN MIDLAND (b)	671,595	1,639,536	...	77,746,223	80,057,354	597,037	26,132,855
VI	BHOPAL-ITÁRSI (BRITISH SECTION) ...	Included with the Indian Midland railway.				...	...	...
VII	RAJPUTANA-MALWA	2,016,760	12,193,279	18,101,034	451,482,771	483,793,844	3,782,324	363,238,867
VIII	DHOND-MANMÁD	Included with the Great Indian Peninsula railway.				...	...	...
IX	SOUTHERN MAHRATTÁ	795,503	2,054,242	...	139,877,702	142,727,447	669,610	41,283,228
X	SOUTHERN MAHRATTA, (MYSORE SECTION)	Included with the Southern Mahratta railway.				...	...	...
XI	BEZVÁDA EXTENSION	Included with the Nizam's Guaranteed State railway.				...	...	...
XII	VILLUPURAM-GUNTAKAL	28,809	103,039	...	17,375,487	17,507,335	16,121	1,400,715
	TOTAL ...	10,000,045	39,765,159	51,282,194	1,643,794,214	1,744,841,612	16,229,234	1,089,799,962
	State Lines worked by the State.							
XIII	NORTH WESTERN (c)	4,982,336	13,402,042	27,715,330	511,158,000	557,947,708	6,202,577	549,386,254
XIV	AMRITSAR-PATHÁNKOT	Included with the North Western railway.				...	...	...
XV	OUDH AND ROHILKHAND	...	(d) 3,303,481	5,614,407	(e) 217,941,769	226,859,657	1,785,513	104,126,986
XVI	LUCKNOW-SITAPUR-SIHRÁMAU ...	...	(d) 161,041	186,760	(e) 14,030,671	14,378,472	44,970	4,586,074
XVII	TIRHOOT	243,560	306,031	296,810	76,993,626	77,840,027	296,151	20,499,699
XVIII	EASTERN BENGAL	2,087,137	4,572,541	26,253,274	189,395,701	222,308,653	1,529,133	111,387,572
XIX	BENGAL CENTRAL	85,916	533,296	4,411,301	26,558,222	31,588,735	172,461	5,391,442
XX	NALHÁTI	18,911	171,309	...	3,358,564	3,548,784	24,805	213,578
XXI	WARDHA COAL	9,402	18,414	59,338	3,706,139	3,793,193	11,425	1,251,311
XXII	CHERRA-COMPANYGANJ	(d) 900	...	(e) 101,682	...	102,582	(f)	103,958
XXIII	JORHÁT	(d) 10,720	...	(e) 392,112	...	402,832	365	96,231
XXIV	BURMA (g)	973,948	6,189,701	...	163,941,452	171,105,101	440,302	31,308,624
XXV	TOUNGOO-MANDALAY	Included with the Burma State railway.			...	...	...	...
	TOTAL ...	8,412,830	28,747,856	65,030,914	1,207,084,144	1,309,275,744	10,507,702	828,351,729
	CARRIED OVER ...	18,412,875	68,513,015	116,313,108	2,850,878,358	3,054,117,356	26,736,936	1,918,151,691

(a) Includes the Patna-Gya and Tárakeshwar railways for the whole year, the Sindia railway for January and February 1889, and the Ásansol-Purulia section of the Bengal-Nágpur railway from the 12th of June to the 31st of December 1889.
(b) Includes the Bhopal-Itársi State railway for the whole year, and the Sindia railway from the 1st of March to the 31st of December 1889.
(c) Includes the Amritsar-Pathánkot railway for the whole year, and the Rájpura-Bhátinda railway up to the 12th of October 1889.

the several Railways during the year ending the 31st of December 1889.

GOODS TRAFFIC. Number of ton-miles (expressed in the number of tons moved one mile). Military stores.	Railway materials for construction.	Coal for the public and construction.	Coal for revenue only.	Revenue stores other than coal.	Live stock.	Total.	Railway.	Serial number.
							State Lines worked by Companies.	
4,735,114	2,731,354	266,967,233	42,439,140	47,621,355	907,642	1,004,219,470	East Indian (*a*)	I
...	...	...	...	...	...	...	Patna-Gya	II
75	16,909	186	...	19,872	...	1,204,084	Bareilly-Pilibhit	III
5,274	15,396,481	2,125,268	1,869,007	1,571,415	151	38,727,219	Bengal-Nágpur	IV
79,613	13,519,411	542,691	2,358,464	804,235	14,673	43,451,942	Indian Midland (*b*)	V
...	...	...	...	...	...	...	Bhopal-Itársi (British section) ...	VI
1,113,447	4,182,952	1,580,506	16,383,966	9,169,787	270,665	395,940,190	Rajputana-Malwa	VII
...	...	...	...	...	...	...	Dhond-Manmád	VIII
85,033	7,057,930	113,892	976,244	11,554,972	7,296	61,078,595	Southern Mahratta	IX
...	...	...	...	...	...	...	Southern Mahratta, Mysore section	X
...	...	...	...	...	...	...	Bezváda Extension	XI
558	87,896	238	502	232,741	2,107	1,674,757	Villupuram-Guntakal	XII
6,019,114	42,942,933	271,330,014	64,027,323	70,974,877	1,202,534	1,546,296,257	Total.	
							State Lines worked by the State.	
6,145,914	14,642,127	2,454,158	22,758,330	44,676,468	243,350	640,306,601	North Western (*c*)	XIII
...	...	...	...	...	...	...	Amritsar-Pathánkot	XIV
344,879	4,194,879	8,469,107	8,687,096	6,417,924	31,415	132,272,286	Oudh and Rohilkhand	XV
6,722	204,141	...	1,563	51,911	...	4,850,411	Lucknow-Sitapur-Sihrámau... ...	XVI
1,430	731,103	813,966	287,736	623,093	5,519	22,962,546	Tirhoot	XVII
340,148	2,099,293	4,098,787	6,474,938	5,164,432	36,968	129,602,138	Eastern Bengal	XVIII
425	1,162	741,911	149,320	37,439	363	6,322,062	Bengal Central	XIX
22	...	232,452	...	18,035	...	464,087	Nalhátí	XX
...	1,453	4,817,177	273	150,592	...	6,220,806	Wardha Coal	XXI
...	13	338	1,073	4,674	...	110,056	Cherra-Comptyganj	XXII
...	419	5,822	1,952	5,146	...	109,570	Jórhát	XXIII
319,655	14,376,166	82,215	291,585	10,469,999	255,754	57,103,998	Burma (*g*)	XXIV
...	...	...	...	...	...	...	Toungoo-Mandalay	XXV
7,159,195	36,250,756	21,715,983	38,653,866	67,619,713	573,369	1,000,324,561	Total.	
13,178,309	79,193,689	293,045,947	102,681,189	138,594,090	1,775,903	2,546,620,818	Carried over.	

(*a*) Upper class.
(*c*) Lower class.
(*f*) Information not furnished.
(*g*) Includes the Toungoo-Mandalay railway.

Statement showing the unit mileages of passengers and goods carried on

Serial number.	RAILWAY.	PASSENGER TRAFFIC.						
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACHING TRAFFIC.	
		First class.	Second class.	Third or Intermediate class.	Lowest class (3rd or 4th).	Total.	Ton-miles.	General merchandise.
	BROUGHT FORWARD ...	18,412,875	68,513,015	116,313,108	2,850,878,358	3,054,117,356	26,736,936	1,918,151,691
	Lines worked by Guaranteed Companies.							
XXX	GREAT INDIAN PENINSULA (a) ...	6,883,975	28,563,047	(b) 61,782,480	(c) 422,881,610	519,561,112	7,413,043	503,558,747
XXXI	BOMBAY, BARODA AND CENTRAL INDIA. (d)	2,548,236	12,214,095	51,890,514	212,876,716	279,529,561	2,953,419	183,082,195
XXXII	MADRAS	2,896,814	6,534,086	...	322,089,886	331,520,786	2,767,846	117,687,339
XXXIII	SOUTH INDIAN (e)	902,603	4,704,002	446,438	264,007,223	270,069,266	530,549	58,115,132
	TOTAL ...	13,181,628	52,015,230	114,119,432	1,221,355,435	1,400,671,725	13,664,857	862,443,413
	Assisted Companies.							
XXXIV	TÁRAKESHWAR	Included with the East Indian railway				...	...	...
XXXV	DEOGHUR	3,118	...	1,017,741	...	1,020,859	...	27,626
XXXVI	DARJEELING-HIMALAYAN	106,890	231,735	...	684,101	1,022,726	(f)	...
XXXVII	BENGAL AND NORTH-WESTERN ...	152,203	286,902	220,846	75,617,574	76,277,525	168,186	33,197,958
XXXVIII	ROHILKHAND-KUMAUN	202,041	...	392,729	5,116,090	5,710,860	95,782	1,487,114
XXXIX	DIBRU-SADIYA...	44,793	46,337	...	2,057,186	2,148,316	7,014	744,586
XL	THATÓN-DUYINZÁIK	...	...	...	(g) 147,720	147,720	...	76,056
	TOTAL ...	509,045	564,974	1,631,316	83,622,671	86,328,006	270,982	35,543,340
	Native States Lines worked by Companies.							
XLII	KHÁMGAON	Included with the Great Indian Peninsula railway				...	...	...
XLIII	AMRÁOTI							
XLIV	BHOPAL-ITÁRSI (NATIVE STATES SECTION)	Included with the Indian Midland railway				...	...	...
XLV	THE NIZAM'S GUARANTEED STATE ...	661,197	2,940,860	10,944,453	42,328,088	56,874,598	417,847	21,674,844
XLVI	THE GAEKWAR'S DABHOI	...	(h) 75,939	...	(i) 5,729,785	5,805,724	10,022	607,725
XLVII	THE GAEKWAR'S MEHSÁNA ...	...	11,760	...	2,813,665	2,825,425	4,945	380,666
	TOTAL ...	661,197	3,028,559	10,944,453	50,871,538	65,505,747	432,814	22,662,735
	Native States Lines worked by the State.							
XLIX	RÁJPURA-BHÁTINDA (j)	11,772	17,698	45,233	2,711,274	2,785,977	22,755	1,042,578
	TOTAL ...	11,772	17,698	45,233	2,711,274	2,785,977	22,755	1,042,578
	Native States Lines.							
LI	JODHPORE	36,531	127,610	...	13,356,478	13,520,619	69,425	2,245,966
LII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBÁNDAR	202,584	959,916	...	43,670,952	44,833,452	188,445	7,955,517
LIII	MORVI	...	(h) 125,618	...	(i) 5,415,608	5,541,221	22,380	615,852
	TOTAL ...	239,115	1,213,144	...	62,443,038	63,895,292	280,250	10,817,357
	Foreign Lines.							
LV	WEST OF INDIA PORTUGUESE ...	32,368	124,288	...	3,407,539	3,564,195	18,588	3,583,155
LVI	PONDICHERRY	Included with the South Indian railway				...	...	...
	TOTAL ...	32,368	124,288	...	3,407,539	3,564,195	18,588	3,583,155
	Total of all Railways ...	33,048,000	125,476,908	243,053,542	4,275,289,848	4,676,868,298	41,427,182	2,854,244,269

(a) Includes the Dhond-Manmád, Khámgaon, and Amráoti State railways.
(b) Third class passengers by mail trains.
(c) Third class passengers by other than mail trains.
(d) Includes the Pátri branch.
(e) Includes the Pondicherry railway.

the several Railways during the year ending the 31st of December 1889—concld..

GOODS TRAFFIC. Number of ton-miles (expressed in the number of tons moved one mile).							Railway.	Serial number.
Military stores.	Railway materials for construction.	Coal for the public and construction.	Coal for revenue only.	Revenue stores other than coal.	Live stock.	Total.		
13,178,309	79,193,689	293,045,947	102,681,189	138,594,090	1,775,908	2,546,620,818	Brought forward.	
							Lines worked by Guaranteed Companies.	
1,217,663	4,419,228	7,093,132	25,389,262	43,860,648	1,496,244	587,034,924	Great Indian Peninsula (*a*) ...	XXX
523,933	273,588	12,211,698	7,287,679	6,165,299	2,872,833	212,416,725	Bombay, Baroda and Central India (*d*)	XXXI
468,517	1,842,834	2,296,154	92,325	6,373,408	247,539	129,008,116	Madras	XXXII
26,266	1,950,641	...	1,095,318	5,115,147	15,630	66,318,137	South Indian (*e*)	XXXIII
2,236,379	8,486,294	21,600,984	33,864,584	61,514,502	4,631,716	994,777,902	Total.	
							Assisted Companies.	
...	...	...	...	...	...	...	Tárakeshwar	XXXIV
...	...	...	1,044	...	...	38,670	Deoghur	XXXV
...	...	...	...	...	...	(*f*)	Darjeeling-Himalayan	XXXVI
383	1,151,817	211,856	926,628	270,381	86,705	35,845,728	Bengal and North-Western ...	XXXVII
27,943	97,548	218	...	69,562	1,533	1,683,948	Rohilkhand-Kumaun	XXXVIII
...	...	6,682,108	...	18,782	364	7,445,840	Dibru-Sadiya	XXXIX
...	...	...	...	...	...	76,056	Thatón-Duyinzáik	XL
28,326	1,249,365	6,894,212	927,672	358,725	88,602	45,090,242	Total.	
							Native States Lines worked by Companies.	
...	...	...	...	...	...	...	Khámgaon	XLII
							Amráoti	XLIII
...	...	...	...	...	...	...	Bhopal-Itársi (Native States section).	XLIV
75,863	1,147,102	6,911,554	1,589,619	3,532,308	12,837	34,944,627	The Nizam's Guaranteed State ...	XLV
...	30,699	198	4,759	49,796	269	693,446	The Gaekwar's Dabhoi	XLVI
...	18,704	161	...	8,549	...	408,080	The Gaekwar's Mehsána ...	XLVII
75,863	1,196,505	6,911,913	1,594,378	3,591,653	13,106	36,046,153	Total.	
							Native States Lines worked by the State.	
3,571	527,352	4,644	8,353	27,059	147	1,613,704	Rájpura-Bhátinda (*f*) ...	XLIX
3,571	527,352	4,644	8,353	27,059	147	1,613,704	Total.	
							Native States Lines.	
...	...	18,713	1,097	32,771	1,290	2,299,865	Jodhpore	LI
...	3,716,547	123,209	395,766	202,786	2,293	12,396,118	Bhávnagar-Gondal-Junágarh-Porbandar.	LII
...	...	5,738	...	...	...	617,590	Morvi	LIII
...	3,716,547	143,660	396,863	235,557	3,583	15,313,573	Total.	
							Foreign Lines.	
...	79,452	408,895	1,615	261,621	127	4,334,865	West of India Portuguese ...	LV
...	...	...	...	...	...	...	Pondicherry	LVI
...	79,452	408,895	1,615	261,621	127	4,334,865	Total.	
15,522,448	94,449,204	329,010,255	139,474,654	204,583,207	6,513,220	3,643,797,257	**Total of all Railways.**	

(*f*) Information not furnished.
(*g*) 1st, 2nd and 3rd classes.
(*h*) Upper class.
(*i*) Lower class.
(*f*) From the 13th of October to the 31st of December 1889.

Revenue.

31. The table on page 89 gives the mileage of railways open on the 31st of December 1889. On pages 90 and 91 will be found a statement showing the capital cost of open lines of railway on the 31st of December 1889 and the average outlay per mile.

The average cost per mile of all open lines, excluding foreign mileage, was Rs. 1,25,039.

32. The total capital debit against lines open to traffic on the 31st of December 1889 amounted to Rs. 2,05,04,60,994.

33. Including the steam-boat services and capital expenditure on suspense accounts the general results of working compare as follows for the last three years:

		1887.	1888.	1889.
Miles open at the end of the year	Miles	14,068·11	14,459·97	(*a*) 15,758·67
Total capital outlay on open lines	Rs.	1,82,87,92,655	1,93,04,32,574	2,05,04,60,994
Average cost per mile open (*b*)	„	1,24,700	1,27,874	(*c*) 1,25,039
Gross earnings	„	18,46,81,289	19,76,44,749	20,49,36,629
Working expenses ...	„	9,10,33,079	9,87,43,474	10,37,74,007
Net earnings	„	9,36,48,210	9,89,01,275	10,11,62,622
Percentage of net earnings on total capital cost of open line ...	...	5·12	5·12	4·93

34. The gross earnings as shown in the above table (excluding the West of India Portuguese railway) amounted to Rs. 20,49,36,629 of which Rs. 4,55,94,510 were obtained on the East Indian railway (including the State branches worked by it); Rs. 6,51,14,954 on the Guaranteed lines (including the branch lines worked by the Great Indian Peninsula railway); Rs. 8,56,41,169 on State railways, excluding the East Indian and branches; Rs. 46,20,965 on lines in Native States; and Rs. 39,65,031 on the Assisted Companies' lines.

Of the gross earnings, Rs. 6,89,86,147 were due to coaching, Rs. 13,02,66,102 to goods, and Rs. 56,84,380 to steam-boat services and miscellaneous sources.

Compared with the previous year's returns, the traffic earnings (coaching and goods) show an increase of 3·64 per cent. The total earnings per mile open were Rs. 13,367 against Rs. 13,746 in 1888.

The gross earnings per train-mile were Rs. 4·00, as compared with Rs. 3·94 in 1888, and Rs. 4·03 in 1887.

35. The total working expenses amounted to Rs. 10,37,74,007, the percentage on gross earnings being 50·64 as compared with 49·96 in 1888, and 49·31 in 1887.

The lowest percentages were 35·53 on the East Indian railway, 42·44 on the Bombay, Baroda and Central India railway, and 44·24 on the Oudh and Rohilkhand railway.

The working expenses per train-mile for all lines averaged Rs. 2·03, and were highest on the Bengal-Nágpur railway, being Rs. 3·17, and lowest (omitting the Deoghur railway) on the Villupuram-Guntakal railway, Rs. 1·26. On the East Indian railway the expenses per train-mile were Rs. 1·93.

36. The net earnings derived from railways amounted to Rs. 10,11,62,622 as compared with Rs. 9,89,01,275 in 1888 giving a percentage on the total capital outlay on open line equal to 4·93 as compared with 5·12 in 1888.

37. The net earnings of the State lines, East Indian and State branch lines excepted, amounted to Rs. 3,71,04,890 giving a return of 3·58 per cent. on a total capital expenditure of Rs. 1,03,65,96,869. Including the East Indian railway and State branch lines worked by it, the net earnings of the State lines were at the rate of 4·74 per cent. on the capital expended.

38. The net earnings of the East Indian railway, and the State branch lines worked by the undertaking amounted to Rs. 2,94,43,222, being at the rate of

(*a*) Excluding Foreign railways and lines temporarily closed, &c. *Vide* Statement on pages 90 and 91.
(*b*) Excluding steam-boat services and suspense accounts.
(*c*) Calculated upon mileage excluding Foreign lines but including lines temporarily closed, &c. *Vide* Statement on pages 90 and 91.

7·99 per cent. on a total capital expenditure of Rs. 36,87,30,499 (*a*). The surplus profits on the East Indian railway proper, after paying annuity and interest charges, were Rs. 41,56,731, of which sum $\frac{1}{5}$th or Rs. 8,31,346 was paid over to the working Company as its share under the contract.

39. On pages 92 and 93 will be found a statement comparing the net earnings and their percentage on capital expenditure finally charged off (excluding suspense accounts) for the principal railways during the last five years.

40. Statements relating to Guaranteed railway transactions are given on pages 96 to 99. Where the transactions are stated in sterling, conversions from Indian currency have been made at the contract rates of exchange. On this basis the guaranteed lines are shown (*vide* page 98) to have returned a net revenue of £2,853,584, the guaranteed interest is £2,345,383, and the net earnings are shown to be in excess of guaranteed interest by £508,201. This, however, does not represent the true results as the figures do not take into account the heavy loss by exchange in connection with the guaranteed interest paid in England. The true results to the State from the working of the guaranteed railways for the year 1889 are given on page 99. The net earnings were Rs. 3,10,53,278, the guaranteed interest was Rs. 3,44,11,784 showing an excess of guaranteed interest over net revenue of Rs. 33,58,506, and including the contributions to Provident Funds, the true deficit is Rs. 35,52,538. Taking into account the share of surplus profits for the two half years of 1889 (*vide* page 97) payable to the Companies, amounting to Rs. 41,73,218 the net charge to the State for the year is shown to be Rs. 77,25,756.

The surplus profits realised on the Guaranteed railways amounted to Rs. 83,46,437 as compared with Rs. 1,12,19,770 in 1888, and Rs. 1,07,96,750 in 1887.

41. The lines in the hands of Assisted Companies yielded net earnings of Rs. 17,31,523 being at the rate of 4·50 per cent. on a total capital outlay of Rs. 3,85,09,036.

42. The net earnings derived by the Native States lines amounted to Rs. 17,95,325 (*b*) being at the rate of 2·56 per cent. on a total capital outlay of Rs. 7,00,60,939.

43. It is satisfactory to notice that the financial results of the principal lines worked by State agency have considerably improved since 1887, and that with an increased traffic the working expenditure has been carefully watched; the percentage of working expenses to gross earnings showing a very marked decrease on each railway as will be seen from the following statistics:

	1887. Rs.	1888. Rs.	1889. Rs.
North Western Railway—			
Gross earnings ...	2,09,33,345	2,56,95,412	2,81,08,838
Working expenses ...	1,52,25,803	1,74,12,706	1,79,22,079
Net earnings ...	57,07,542	82,82,706	1,01,86,759
Working percentage to gross earnings ...	72·73	67·77	63·76
Eastern Bengal Railway—			
Gross earnings ...	94,30,399	1,05,19,210	1,11,76,674
Working expenses ...	49,25,617	49,93,786	49,85,048
Net earnings ...	45,04,782	55,25,424	61,91,626
Working percentage to gross earnings ...	52·23	47·47	44·60
Oudh and Rohilkhand Railway—			
Gross earnings ...	66,46,213	70,77,053	75,39,683
Working expenses ...	35,10,964	40,61,048	33,35,606
Net earnings ...	31,35,249	30,16,005	42,04,077
Working percentage to gross earnings ...	52·83	57·38	44·24

(*a*) Made up as follows:

	Rs.
East Indian	35,98,56,825
Patna-Gya	43,47,070
Asansol-Purulia section of the Bengal-Nágpur railway	45,26,604
	36,87,30,499

(*b*) After taking into account the loss incurred in working the Bhopal-Itársi railway (Native states section).

	1887. Rs.	1888. Rs.	1889. Rs.
Tirhoot Railway—			
Gross earnings ...	17,22,955	18,07,283	18,96,675
Working expenses ...	10,27,230	10,08,407	9,18,429
Net earnings ...	6,95,725	7,98,876	9,78,246
Working percentage to gross earnings ...	59·62	55·80	48·42

The figures taken in the aggregate for the above railways are as follows:

	1887. Rs.	1888. Rs.	1889. Rs.
Gross earnings ...	3,87,32,912	4,50,98,958	4,87,21,870
Working expenses ...	2,46,89,614	2,74,75,947	2,71,61,162
Net earnings ...	1,40,43,298	1,76,23,011	2,15,60,708
Working percentage to gross earnings ...	63·74	60·92	55·75

The figures of the Burma State railway have not been included as owing to the large mileage newly opened during the period under review, *viz.*, 220 miles, the comparative results could not be taken as a fair criterion of working.

44. On pages 94 and 95 will be found a statement showing the direct annual loss or gain to the State from railway outlay during each financial year from 1858-59.

STATEMENT No. 18.

Statement showing the mileages of railways open for traffic on the 31st of December 1889. Standard, Metre, and Other Gauges.

Serial number.	RAILWAY.	Mileage.
	Standard Gauge 5′ 6″.	
I	East Indian	1,525½
II	Patna-Gya	57½
IV	Bengal-Nagpur	348½
V	Indian Midland	677½
VI	Bhopal-Itarsi (British section) ...	13
VIII	Dhond-Manmád	145½
XI	Bezvada Extension	21½
XIII	North Western	2,295
XIV	Amritsar-Pathánkot	64½
XV	Oudh and Rohilkhand	692½
XVIII	Eastern Bengal (Eastern and Southern sections)	231
XIX	Bengal Central	125
XXI	Wardha Coal	45
XXX	Great Indian Peninsula	1,288½
XXXI	Bombay, Baroda and Central India	(a) 461
XXXII	Madras	839½
XXXIV	Tárakeshwar	22½
XLII	Khámgaon	7½
XLIII	Amráoti	5½
XLIV	Bhopal-Itársi (Native State section)	44
XLV	The Nizam's Guaranteed State ...	329½
XLIX	Rájpura-Bhátinda	103
	Total ...	9,346½
	Metre Gauge 3′ 3⅜″.	
III	Bareilly-Pilibhit	36
VII	Rajputana-Malwa	1,671½
IX	Southern Mahratta	979
X	Southern Mahratta, Mysore section	296
XII	Villupuram-Guntakal	83
XVI	Lucknow-Sitapur-Sihámau ...	104½
	Carried over ...	3,170½

Serial No.	RAILWAY.	Gauge.	Mileage.
	Metre Gauge 3′ 3⅜″—*concld.*		
	Brought forward ...	...	3,170½
XVII	Tirhoot	...	273
XVIII	Eastern Bengal (Northern, Dacca and Assam-Behar sections, excluding Kaunia-Dharlla branch) ...	...	478½
XXIV	Burma	...	333
XXV	Toungoo-Mandalay	...	220
XXXIII	South Indian	...	654½
XXXV	Deoghur	...	4½
XXXVII	Bengal and North-Western ...	...	376
XXXVIII	Rohilkhand-Kumaun	...	55
XXXIX	Dibru-Sadiya	...	78
XLVII	The Gaekwar's Mehsána	...	27½
LI	Jodhpore	...	124
LII	Bhávnagar-Gondal-Junágarh-Porbandar	...	329
LV	West of India Portuguese ...	...	51
LVI	Pondicherry	...	7½
	Total ...	...	6,182½
	Other Gauges.		
XVIII	Eastern Bengal (Kaunia-Dharlla branch)	2′ 6″	37
XX	Nalhati	4′ 0″	27½
XXII	Cherra-Companyganj	2′ 6″	7½
XXIII	Jorhát	2′ 0″	30½
XXXVI	Darjeeling-Himalayan	2′ 0″	51
XL	Thatón-Duyinzáik	2′ 6″	8
XLVI	The Gaekwar's Dabhoi	2′ 6″	58½
LIII	Morvi	2′ 6″	63
	Total ...	...	238½
	Grand Total ...	...	15,817½

(a) Includes the Pátri branch (22·10 miles).

STATEMENT No. 19.

Statement showing the cost of open lines of railway on the 31st of December 1889, and the average cost per mile.

Serial number.	RAILWAY.	Length of line open on the 31st of December 1889.	Capital outlay on open line to the 31st of December 1889, on final heads (exclusive of steam-boat service and suspense).	Average cost per mile (exclusive of steam-boat service and suspense).	Total capital outlay on open line to the 31st of December 1889 (inclusive of steam-boat service and suspense).
	State Lines worked by Companies.	Miles.	Rs.	Rs.	Rs.
I	EAST INDIAN	1,525·44	35,15,14,271	2,30,435	35,98,56,825
II	PATNA-GYA	57·20	43,47,070	75,998	43,47,070
III	BARELLY-PILIBHIT	36·00	15,31,954	42,554	15,33,975
IV	BENGAL-NÁGPUR	348·18	3,49,61,327	1,00,412	3,79,42,571
V	INDIAN MIDLAND	677·35	7,42,50,955	1,09,620	7,84,45,085
VI	BHOPAL-ITÁRSI (BRITISH SECTION) ...	13·00	12,50,000	96,154	12,50,000
VII	RAJPUTANA-MALWA	1,671·83	12,48,93,585	74,705	13,02,53,555
VIII	DHOND-MANMÁD	145·50	1,09,76,977	75,443	1,09,88,830
IX	SOUTHERN MAHRATTA	979·03	8,10,14,546	82,750	8,39,06,619
X	SOUTHERN MAHRATTA, MYSORE SECTION ...	296·00	1,39,00,212	46,960	1,44,24,093
XI	BEZVÁDA EXTENSION	21·47	13,45,502	62,669	13,46,302
XII	VILLUPURAM-GUNTAKAL	82·94	61,96,470	74,710	(a) 63,17,197
	TOTAL ...	5,853·94	70,61,83,569	1,20,634	73,06,12,122
	State Lines worked by the State.				
XIII	NORTH WESTERN	(b) 2,377·31	(b) 36,99,37,547	(b) 1,55,612	(b) 38,77,03,968
XIV	AMRITSAR-PATHÁNKOT	64·79	55,94,261	86,345	56,03,683
XV	OUDH AND ROHILKHAND	692·55	9,01,38,067	1,30,154	9,22,32,226
XVI	LUCKNOW-SITAPUR-SIHRÁMAU	104·59	35,93,838	34,361	38,70,788
XVII	TIRHOOT	273·00	2,01,51,840	73,816	2,09,87,562
XVIII	EASTERN BENGAL	746·40	9,23,18,744	1,23,685	9,66,77,900
XIX	BENGAL CENTRAL	125·01	93,47,969	74,778	94,46,671
XX	NALHÁTI	27·25	(c) 3,25,851	11,958	(c) 3,40,252
XXI	WARDHA COAL	45·00	(d) 54,60,176	1,21,337	(d) 56,63,566
XXII	CHERRA-COMPANYGANJ	7·50	3,45,257	46,034	3,49,773
XXIII	JORHÁT	30·80	7,16,442	23,261	7,33,649
XXIV	BURMA	333·00	2,91,26,050	87,466	3,02,55,655
XXV	TOUNGOO-MANDALAY	220·00	2,02,88,133	92,219	2,08,49,552
	TOTAL ...	5,047·20	64,73,44,175	1,28,258	67,47,15,246
	Lines worked by Guaranteed Companies.				
XXX	GREAT INDIAN PENINSULA	1,288·24	26,83,25,816	2,08,289	27,50,39,981
XXXI	BOMBAY, BARODA AND CENTRAL INDIA (e) ...	460·90	9,24,52,414	2,00,591	9,57,54,208
XXXII	MADRAS	839·30	11,42,76,811	1,36,157	11,63,34,603
XXXIII	SOUTH INDIAN	654·59	4,59,58,914	70,210	4,93,84,859
	TOTAL ...	3,243·03	52,10,13,955	1,60,657	53,65,63,651
	CARRIED OVER ...	14,144·17	1,87,45,41,699	1,32,531	1,94,18,91,019

(a) The decrease as compared with last year's report is due to reduction of suspense balance.
(b) Includes 79·25 miles temporarily closed and 9·08 miles (Mianwali branch) constructed but not opened, the outlay on which is included with the outlay on the open length.
(c) The decrease as compared with last year's report is due to certain credits. The outlay shown represents the amount paid by the State for the purchase of the line, and the expenditure subsequently incurred.
(d) Excludes Rs. 13,91,189 on account of the colliery. The decrease as compared with last year's report is due to re-apportionment of the capital expenditure between the railway and the colliery.
(e) Includes the Pátri branch, the State outlay (Rs. 8,08,405) on which was met from the Civil Works grant. The capital outlay shown in this table is inclusive of this amount.

STATEMENT No. 19—*concld.*

Statement showing the cost of open lines of railway on the 31st of December 1889, and the average cost per mile—concld.

Serial number.	RAILWAY.	Length of line open on the 31st of December 1889.	Capital outlay on open line to the 31st of December 1889, on final heads (exclusive of steam-boat service and suspense).	Average cost per mile (exclusive of steam-boat service and suspense).	Total capital outlay on open line to the 31st of December 1889 (inclusive of steam-boat service and suspense).
		Miles.	Rs.	Rs.	Rs.
	BROUGHT FORWARD ...	14,144·17	1,87,45,41,699	1,32,531	1,94,18,91,019
	Assisted Companies.				
XXXIV	TÁRAKESHWAR	22·23	(*a*) 17,28,138	77,739	(*a*) 17,28,138
XXXV	DEOGHUR	4·79	2,75,043	57,420	2,82,876
XXXVI	DARJEELING-HIMALAYAN	51·00	28,14,234	55,181	29,40,423
XXXVII	BENGAL AND NORTH-WESTERN ...	376·00	(*b*) 2,31,69,293	61,620	(*b*) 2,51,94,142
XXXVIII	ROHILKHAND-KUMAUN	55·00	23,01,721	41,849	23,96,624
XXXIX	DIBRU-SADIYA	78·00	54,87,886	70,358	55,13,750
XL	THATÔN-DUYINZÁIK	8·00	4,48,083	56,010	4,48,083
	TOTAL ...	595·02	3,62,24,398	60,879	3,85,09,036
	Native States Lines worked by Companies.				
XLII	KHÁMGAON	7·50	4,85,521	64,736	4,90,911
XLIII	AMRÁOTI	5·50	4,36,460	79,356	4,45,615
XLIV	BHOPAL-ITÁRSI (NATIVE STATES SECTION) ...	44·11	47,98,701	1,08,789	48,40,846
XLV	THE NIZAM'S GUARANTEED STATE ...	329·20	3,50,85,528	(*c*) 1,11,104	3,59,46,922
XLVI	THE GAEKWAR'S DABHOI	58·85	13,57,580	23,068	13,66,060
XLVII	THE GAEKWAR'S MEHSÁNA	27·73	(*d*) 9,05,412	32,651	(*d*) 9,05,412
	TOTAL ...	472·89	4,30,69,202	(*e*) 94,227	4,39,95,766
	Native States Lines worked by the State.				
XLIX	RÁJPURA-BHÁTINDA	107·94	60,84,714	56,371	62,83,918
	TOTAL ...	107·94	60,84,714	56,371	62,83,918
	Native States Lines.				
L	JODHPORE	124·00	(*d*) 22,73,978	(*f*) 18,339	(*d*) 22,73,978
LII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	(*g*) 328·98	(*g*) 1,58,40,843	(*g*) 48,151	(*g*) 1,62,60,477
LIII	MORVI	68·00	12,21,914	(*h*) 17,969	12,46,800
	TOTAL ...	520·98	1,93,36,735	37,116	1,97,81,255
	Total of all Railways ...	(*i*) 15,841·00	1,97,92,56,748	(*e*) 1,25,039	2,05,04,60,994

(*a*) The decrease as compared with last year's report is due to refunds on construction account.
(*b*) Excludes interest on capital during construction (Rs. 10,90,014).
(*c*) Includes discount and expenses in connection with the issue of debentures (Rs. 14,89,985).
(*d*) The decrease as compared with last year's report is due to certain credits.
(*e*) See foot note (*c*).
(*f*) Line laid on the metre gauge. The comparatively small outlay is due to the works being very light.
(*g*) Excludes 3·24 miles (Bhávnagar Dock Estate, 0·89 mile, and Junágarh quarry lines, 2·35 miles), constructed and maintained by the States themselves.
(*h*) This is a 2′ 6″ gauge line, and is laid with permanent-way materials of a very light description.
(*i*) See foot note (*b*) on the preceding page. The actual open mileage on the 31st of December 1889, excluding Foreign lines (Pondicherry, 7·85 miles, and West of India Portuguese, 51·09 miles), 53·94 miles, was 15,753·67 miles. Including the Foreign lines, the actual open mileage was 15,817¼, see page 89.

STATEMENT No. 20.

Statement showing the net earnings and their percentage on the Capital expenditure finally charged off (excluding Suspense Accounts) for the principal railways during the last five years 1885 to 1889.

Serial number.	RAILWAY.	1889.		1888.		1887.		1886.		1885.	
		Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.
	STANDARD GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.	
	State Lines worked by Companies.										
I	EAST INDIAN (INCLUDING BRANCHES)	(a) 2,95,79,800	(b) 8·16	3,06,43,099	8·36	3,23,33,088	8·75	3,13,32,323	8·62	3,08,19,333	8·95
IV	BENGAL-NÁGPUR { NÁGPUR-CHHATTÍSGARH SECTION (c)	3,79,834	1·25	5,21,706	1·80	5,60,248	4·45	5,34,029	4·71	4,93,574	4·70
	BENGAL-NÁGPUR { KATNI-UMARIA (d)					—12,806	...	—516	...	...	...
V	INDIAN MIDLAND	(e) 5,96,049	0·80	1,80,430	1·47	(f)	(f)	(f)	(f)	...	...
	State Lines worked by the State.										
	NORTH WESTERN ... { PUNJAB NORTHERN ...									14,28,034	1·96
XIII	NORTH WESTERN ... { INDUS VALLEY	1,01,86,760	2·72	82,82,706	2·23	57,07,543	1·79	1,13,65,607	4·17	64,24,784	7·55
	NORTH WESTERN ... { SIND, PUNJAB AND DELHI ...									61,35,060	5·17
XV	OUDH AND ROHILKHAND	42,04,076	4·66	30,16,005	3·38	31,35,249	3·53	28,60,755	3·58	19,05,361	3·21
	EASTERN BENGAL ... { EASTERN AND SOUTHERN SECTIONS							19,78,953	4·09	18,93,231	4·01
	EASTERN BENGAL ... { NORTHERN SECTION ...							12,67,373	5·70	6,44,264	3·08
XVIII	EASTERN BENGAL ... { KAUNIA-DHARLLA SECTION ...	61,91,625	6·53	55,25,425	6·37	45,04,782	5·36	18,043	1·93	29,687	3·19
	EASTERN BENGAL ... { DACCA SECTION							—28,743	...	—41,845	...
	Lines worked by Guaranteed Companies.										
XXX	GREAT INDIAN PENINSULA	(g) 1,80,09,474	6·71	(g) 2,17,78,956	8·17	(g) 2,12,26,120	8·06	(g) 2,10,07,724	8·03	(g) 1,80,47,220	6·96
XXXI	BOMBAY, BARODA AND CENTRAL INDIA	76,17,253	(h) 8·31	71,19,358	(h) 7·82	70,68,816	(h) 7·80	79,52,756	(h) 8·83	75,25,716	(h) 8·44
XXXII	MADRAS	37,38,422	3·27	35,21,646	3·11	28,80,029	2·60	32,29,244	2·86	32,79,168	2·92

(a) Decrease due to the exclusion of the figures of the Sindis State railway, which was transferred to the Indian Midland railway from the 1st of March 1889.
(b) Calculated on the capital outlay on the East Indian, Patna-Gya and Tárakeshwar railways and the Asansol-Partulia section of the Bengal-Nágpur railway.
(c) Conversion completed and line worked on broad gauge from the 27th of November 1888.
(d) Standard gauge line, opened on the 2nd of November 1886.
(e) Excludes the Bhopal-Itársi State railway.
(f) Opened on the 1st of April 1886, and worked by the East Indian railway up to the 31st of December 1887.
(g) Net earnings of the Great Indian Peninsula Railway only.
(h) Calculated on the capital outlay on the Bombay, Baroda and Central India railway, exclusive of State outlay on the Pátri branch.

STATEMENT No. 20—*concld.*

Statement showing the net earnings and their percentage on the Capital expenditure finally charged off (excluding Suspense Accounts) for the principal railways during the last five years 1885 to 1889—concld.

Serial number.	RAILWAY.	1889.		1888.		1887.		1886.		1885.	
		Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure
	STANDARD GAUGE—concld.	Rs.		Rs.		Rs.		Rs.		Rs.	
	Native States Lines worked by Companies.										
XLV	THE NIZAM'S GUARANTEED STATE	7,72,513	2·20	7,57,467	2·29	5,52,905	2·05	6,94,524	2·56	4,87,023	2·37
	METRE GAUGE.										
	State Lines worked by Companies.										
VII	RAJPUTANA-MALWA ... { MAIN LINE AND BRANCHES, HOLKAR AND REWÁRI-FEROZEPORE SECTIONS. CAWNPORE-ACHNERA SECTION	1,07,97,218	8·65	96,31,726	7·75	81,25,471	9·56	90,47,111	7·31	77,33,000 1,10,855	7·26 1·02
IX	SOUTHERN MAHRATTA	(i) 9,52,000	1·18	9,32,866	1·30	10,30,826	1·69	4,93,326	1·44	1,40,337	0·77
	State Lines worked by the State.										
XVII	TIRHOOT	9,78,246	4·73	7,98,875	3·91	7,95,725	3·70	5,01,189	3·03	3,59,269	2·49
XXIV	BURMA	(k) 15,73,552	3·18	12,71,960	3·76	15,58,303	5·55	9,43,271	3·38	4,73,123	1·78
	Lines worked by Guaranteed Companies.										
XXIII	SOUTH INDIAN	16,88,131	3·67	16,72,272	3·66	16,09,557	3·56	14,91,356	3·36	15,95,357	3·62
	Assisted Companies										
XXVII	BENGAL AND NORTH-WESTERN	10,53,964	(l) 4·27	9,88,844	(l) 4·04	8,37,004	(l) 3·62	8,09,189	(m) 3·79	6,10,799	(n) 3·40
	Native States Lines.										
LII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR ...	5,99,831	3·70	5,53,675	(o) 5·90	4,42,103	4·60	4,15,149	4·37	3,91,247	4·17

(i) Excludes the Southern Mahratta, Mysore section.
(k) Includes the Toungoo-Mandalay extension.
(l) The capital outlay on which this is calculated is exclusive of interest on capital during construction (Rs. 10,90,014).
(m) Ditto ditto ditto (Rs. 8,93,768).
(n) Ditto ditto ditto (Rs. 6,85,656).
(o) Calculated on the outlay on the Bhávnagar-Gondal section only, as a small portion of the Jetalsar-Verával section was opened for traffic for four months only.

Statement showing the direct Annual gain or

YEAR.	GUARANTEED RAILWAYS.					STATE
	Capital raised to end of each year.	Capital withdrawn for expenditure to end of each year.	Net traffic receipts, less moieties of surplus profits paid to Companies.	Guaranteed Interest.	Loss or gain to State. — or +	Capital expended to end of each year.	Net traffic receipts.
	£	£ (At contract rates).	Rx.	Rx.	Rx.	Rx.	Rx.
1858-59	22,998,405	19,151,531	232,365	838,411	—606,046	...	...
1859-60	28,573,287	26,322,995	403,057	1,199,929	—796,872	...	...
1860-61	34,397,817	33,901,710	389,413	1,485,745	—1,096,332	...	...
1861-62	42,979,539	40,503,922	391,162	1,788,153	—1,396,991	...	...
1862-63	48,218,541	46,367,266	625,615	2,166,755	—1,541,140	...	...
1863-64	54,332,994	51,122,919	821,548	2,456,182	—1,634,634	...	...
1864-65	57,541,917	55,245,159	1,129,851	2,683,787	—1,553,936	...	...
1865-66	60,860,247	60,882,025	2,865,574	2,889,241	—23,667	...	...
1866-67	67,258,917	68,179,728	2,347,085	3,031,087	—684,002	107,212	...
1867-68	76,571,751	75,299,809	1,989,112	3,480,677	—1,491,565	107,806	...
1868-69	82,417,905	79,167,736	2,229,509	3,881,013	—1,651,504	671,927	—1,379
1869-70	86,773,325	83,910,587	2,627,941	4,126,025	—1,498,084	866,865	—790
1870-71	91,426,816	87,686,857	2,556,707	4,341,609	—1,784,902	1,310,044	68
1871-72	93,550,303	90,183,585	2,977,153	4,542,188	—1,565,030	1,956,039	—4,063
1872-73	93,736,915	90,660,830	2,785,657	4,862,188	—2,076,531	3,400,947	5,362
1873-74	94,725,814	91,353,883	3,532,545	4,959,244	—1,426,699	5,864,893	—6,563
1874-75	95,119,118	92,441,794	3,742,303	5,030,233	—1,287,930	9,085,829	44,162
1875-76	95,072,441	93,392,600	4,054,421	5,146,157	—1,091,736	12,360,929	96,601
1876-77	94,833,129	94,188,059	4,818,106	5,450,007	—631,901	15,364,303	90,012
1877-78	96,313,173	95,420,309	5,862,044	5,372,238	+489,806	19,573,392	152,343
1878-79	97,174,046	96,444,666	4,364,979	5,702,898	—1,337,919	23,210,401	229,080
1879-80	97,959,284	96,829,969	3,974,645	5,667,875	—1,693,230	27,829,689	327,194
1880-81	67,282,930	66,348,478	2,555,069	3,921,412	—1,366,343	32,941,576	646,007
1881-82	67,465,609	67,021,756	3,282,294	3,945,306	—663,012	35,831,582	838,357
1882-83	68,065,868	67,431,448	3,095,456	4,077,125	—981,669	37,913,941	1,086,203
1883-84	69,154,961	68,769,369	3,118,197	4,047,246	—929,049	41,533,488	1,376,118
1884-85	65,924,277	66,658,570	3,046,805	4,028,654	—981,849	50,405,981‡	1,725,066
1885-86	56,981,094	56,814,758	3,327,946	4,231,707	—903,761	70,101,472§	2,214,550
1886-87	57,695,294	57,046,325	3,112,518	3,721,864	—609,346	75,448,655	2,557,460
1887-88	58,035,294	57,694,898	2,974,048	3,852,946	—878,898	77,746,639	2,154,655
1888-89	48,766,783x	49,045,463x	3,680,613	3,959,107	—878,494	89,286,811‖	2,778,237
Total ...	...	...	82,213,738	116,887,004	—34,673,266	...	16,308,680
1889-90 { Budget	*48,866,783*	*49,840,731*	*2,947,500*	*3,439,100*	*—491,600*	*92,792,619*	*3,040,500*¶
1889-90 { Revised	49,617,243	49,499,263	2,663,900	3,399,000	—735,100	92,158,261	34,48,800
1890-91 Budget	45,621,798	45,493,327	2,812,000	3,443,700	—631,700	**101,028,011	3,391,500
GRAND TOTAL ...	...	...	87,689,638	123,729,704	—36,040,066	...	23,148,980

The decrease in the transactions of the Guaranteed Railways in 1880-81, in 1884-85, in 1885-86, in 1888-89 and in 1890-91 compared with the year immediately preceding is due to the removal of the East Indian, Eastern Bengal, Sind, Punjab and Delhi, Oudh and Rohilkhand and South Indian Railways from the category of Guaranteed Railways.

* This sum is thus arrived at:

	£
(a) Capital of East Indian Railway at time of purchase	26,200,000
25 per cent. premium thereon	6,550,000
Debentures and Debenture Stock	4,450,000
Outlay subsequent to purchase	154,243
TOTAL ...	37,354,243

(a) Of these amounts, £27,623,336 will be redeemed by an annuity terminable in 1953, which annuity is entered in the column "Interest and annuity."

† Interest on Capital outlay calculated at 4 per cent. except on £1,000,000 lent by His Highness the Maharajah Holkar for the construction of the Holkar State Railway, on which 4½ per cent. is paid by the State.

‡ Includes Capital expenditure on Eastern Bengal Railway prior to purchase as under:

	£
Share Capital at time of purchase	2,253,480
Premium on ditto	1,136,437
Debentures and Debenture Stock	1,023,658
TOTAL ...	4,415,575

§ Includes Capital expenditure on the Sind, Punjab and Delhi Railway prior to purchase as under:

	£
Share Capital at time of purchase	11,075,320
Premium on ditto	2,933,804
TOTAL ...	14,009,124

(x) Exclusive of capital raised and withdrawn by the Oudh and Rohilkhand railway (included in the statement on page 10) as the capital was repaid by the State on the 1st of January 1889 and the expenditure is now shown under State railways.

NOTE.—The figures from 1872-73 have been revised according to present classification.

loss to the State from Railway outlay since 1858-59.

Railways.		Imperial Lines in the hands of Companies.			East Indian Railway.				
Interest† and annuity.	Loss or gain to State. — or +	Net traffic receipts, less surplus profits paid to Companies.	Interest. ¶	Loss or gain to State. — or +	Capital expended.	Net traffic receipts, less surplus paid to share-holders.	Interest and annuity.	Loss or gain to State — or +	Total loss or gain to State. — or +
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
...	...	...	...	...	...	...	...	...	—806,046
...	...	...	...	...	...	...	...	...	—796,872
...	...	...	...	...	...	...	...	...	—1,096,332
...	...	...	...	...	...	...	...	...	—1,396,991
...	...	...	...	...	...	...	...	...	—1,541,140
...	...	...	...	...	...	...	...	...	—1,634,634
...	...	...	...	...	...	...	...	...	—1,553,936
...	...	...	...	...	...	...	...	...	—23,667
...	...	...	...	...	...	...	...	...	—684,002
14	—14	...	...	...	...	...	...	...	—1,491,579
12,455	—13,834	...	...	...	...	...	...	...	—1,665,338
29,180	—29,970	...	...	...	...	...	...	...	—1,528,054
43,585	—43,517	...	...	...	...	...	...	...	—1,828,419
68,199	—72,262	...	...	...	...	...	...	...	—1,737,292
107,787	—102,425	...	...	...	...	...	...	...	—2,178,956
187,178	—193,741	...	...	...	...	...	...	...	—1,620,440
302,264	—258,102	...	...	...	...	...	...	...	—1,546,032
433,534	—336,933	...	...	...	...	...	...	...	—1,428,669
559,504	—469,492	...	...	...	...	...	...	...	—1,101,393
703,753	—551,410	...	...	...	...	...	...	...	—61,604
860,675	—631,595	...	...	...	...	...	...	...	—1,969,514
1,029,272	—702,078	...	...	...	*37,354,248	949,154	41,357	+907,797	—1,487,511
1,194,555	—548,648	...	...	...	418,435	2,647,756	1,661,493	+986,263	—928,726
1,380,086	—541,729	...	2,426	—2,426	455,262	3,063,595	2,002,181	+1,061,414	—145,753
1,482,576	—396,373	...	45,233	—45,233	148,197	2,531,943	2,062,359	+469,584	—953,691
1,593,293	—217,175	—95	116,301	—116,396	233,298	3,002,620	2,052,478	+950,202	—312,418
1,829,434	—104,368	61	162,791	—162,730	279,192	2,481,190	2,084,856	+396,334	—852,613
2,196,624	+17,926	20,932	257,716	—236,784	247,518	2,821,318	2,207,439	+613,859	—508,760
3,212,000	—654,540	66,238	471,590	—405,352	158,858	2,985,440	2,298,993	+686,447	—982,791
3,362,181	—1,207,526	182,448	641,601	—459,153	58,287	2,940,636	2,370,534	+570,102	—1,975,475
3,567,908	—789,671	208,455	906,631	—698,176	—3,611	2,781,172	2,505,173	+275,999	—2,090,342
24,156,157	—7,847,477	478,039	2,604,289	—2,126,250	39,349,684	26,204,824	19,286,823	+6,918,001	—37,728,992
4,087,300	*—1,046,800*	*452,600*	*1,062,500*	*—609,900*	*240,000*	*2,735,300*	*2,407,100*	*+328,200*	*—1,819,100*
4,063,300	—614,500	295,300	1,025,000	—729,500	200,600	2,820,300	2,383,700	+436,600	—1,642,500
4,188,900	—797,400	449,500	1,136,000	—686,500	30,000	2,840,300	2,388,900	+451,400	—1,664,200
32,408,357	—9,259,377	1,223,039	4,765,289	—3,542,250	39,580,284	31,965,424	24,059,423	+7,806,001	—41,035,692

‖ Includes £10,836,049 on account of purchase-money of the Oudh and Rohilkhand Railway.

¶ Includes the following amounts for advances, and repayments of advances, of interest:

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Advances ...	5,188	16,807	34,154	45,239	...	...	...	...	...	...
Repayments ...	2,762	4,524	3,249	618	119	1,616	24,764	42,768	43,000	32,100
Net ...	2,426	12,283	30,905	44,621	—119	—1,616	—24,764	—42,768	—43,000	—32,100

** Includes the following amounts in connection with the acquisition of the South Indian Railway by the State:

	£
Debt to be created for redemption of share Capital	3,200,000
Amount of Capital to be retained by working Company	1,000,000
Debenture Stock to be taken over	425,000
Debentures to be taken over	1,070,000
Total ...	(b) 5,695,000

(b) These figures are only approximate.

STATEMENT No. 22.

GUARANTEED INTEREST—INDIAN RAILWAYS.

Statement of the total amount of Interest advanced to each of the undermentioned Railway Companies to the 31st of December 1889.

Serial number.	RAILWAY.	Interest advanced to the 31st of December 1888.	Interest Advanced during 1889.				Total.
			England.	India.	Interest charged on overdrawn capital. (a)	Total.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
xxx	Great Indian Peninsula.	28,555,152-7-9	1,180,224-11-7	2,434-15-0	2,009-17-3	1,184,669-3-10	29,739,821-11-7
xxxi	Bombay, Baroda and Central India.	9,910,160-8-6	411,896-13-1	282-19-3	2,643-13-8	414,823-5-7	10,324,983-14-1
xxxii	Madras ...	13,639,411-2-11	522,317-12-0	...	16-4-10	522,333-16-10	14,161,744-19-9
xxxiii	South Indian...	3,960,537-12-2	213,144-19-10	...	1,530-17-1	214,675-16-11	4,175,213-9-1
	TOTAL ...	56,065,261-11-4	2,327,583-16-6	2,717-14-3	6,200-12-5	2,336,502-3-2	58,401,763-14-6

(a) Interest on overdrawn Capital is, for the year 1839, being charged in that year by transfer entry.

Statement showing approximately the amount advanced on account of Guaranteed Interest to the undermentioned Railway Companies to the 30th of June 1889.

Serial number.	RAILWAY COMPANY.	Total amount advanced to the 31st of December 1889.(b)	Aggregate of Net Revenue balances for the several half-years to the 30th of June 1889.	Net amount advanced.
		£	£	£
xxx	Great Indian Peninsula ...	29,739,822	25,174,550	4,565,272
xxxi	Bombay, Baroda and Central India	10,324,984	7,970,052	2,354,932
xxxii	Madras	14,161,745	6,528,115	7,633,630
xxxiii	South Indian	4,175,213	2,169,230	2,005,983
	TOTAL ...	58,401,764	41,841,947	16,559,817

(b) Represents Interest due up to the 30th of June 1889 only, the interest for the half-year ended the 31st of December 1889 not being paid until the succeeding half-year.

NOTE.—Rupees converted into sterling at the contract rate of exchange.

STATEMENT NO. 23.

Statement showing the amount of total Surplus Profits earned on Guaranteed Railways for distribution between Government and Railway Companies to the 31st of December 1889, inclusive.

Serial number.	RAILWAY.	To end of 1879.	HALF-YEAR ENDING																				TOTAL.
			June 1880.	December 1880.	June 1881.	December 1881.	June 1882.	December 1882.	June 1883.	December 1883.	June 1884.	December 1884.	June 1885.	December 1885.	June 1886.	December 1886.	June 1887.	December 1887.	June 1888.	December 1888.	June 1889.	December 1889.	
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
I	East Indian ...	6,38,77,385	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	6,38,77,385
XXX	Great Indian Peninsula.	1,36,72,342	11,06,102	...	36,90,753	13,614	64,37,716	...	66,52,396	...	49,51,342	...	54,04,778	...	66,37,601	13,71,401	62,13,411	...	79,11,414	7,78,571	53,73,655	...	7,22,17,276
XXXI	Bombay, Baroda and Central India.	4,02,862	†	...	17,28,545	...	16,12,691	...	22,03,353	86,214	27,05,193	...	22,46,727	6,66,993	27,31,549	6,64,036	25,76,695	6,644	22,65,611	2,64,174	26,37,284	3,35,498	2,31,34,069
XXIII	Eastern Bengal	35,88,458	...	10,82,149	48,153	16,33,789	1,66,953	17,89,680	4,95,556	5,04,639	...	‡	...	...	...	...	...	...	...	...	...	...	93,09,567
	Sind, Punjab and Delhi.	...	42,240	...	...	...	...	...	...	...	...	...	2,54,585	...	‡	...	...	...	...	...	...	...	2,96,825
	TOTAL ...	8,15,41,047	11,50,342	10,82,149	54,67,451	16,47,403	82,17,360	17,89,680	93,51,305	5,91,043	76,56,535	...	79,06,090	6,66,993	93,69,240	20,35,527	1,07,90,106	6,644	1,01,77,025	10,42,745	80,10,939	3,35,498	16,88,35,122

* Surplus Profits of the East Indian Railway, after it had been acquired by the State, are omitted from this Statement.
† Surplus Profits were earned by the Bombay, Baroda and Central India Railway Company during the half-year, but no division took place owing to the special agreement that all surplus profits should be applied to the re-construction of the Nerbudda Bridge.
‡ The Eastern Bengal and Sind, Punjab and Delhi Railways were taken over by the State from the 1st of July 1884 and the 1st of January 1886, respectively, and are now worked under State management.

STATEMENT No. 24.

GUARANTEED RAILWAYS.

NOTE.—Rupees converted into sterling at the contract rates of exchange.

YEAR.	Capital expended to the 31st of March.	Net Revenue for year ended the 31st of December.	Guaranteed Interest for year ended the 31st of December.	Interest in excess of Revenue.	Revenue in excess of Interest.
	£	£	£	£	£
1870 ...	83,910,587	2,846,600	4,344,113	1,497,513	...
1871 ...	87,686,857	2,686,260	4,544,764	1,858,504	...
1872 ...	90,183,585	2,869,223	4,603,853	1,734,630	...
1873 ...	90,660,830	3,185,069	4,613,573	1,428,504	...
1874 ...	91,353,883	3,956,071	4,651,088	695,017	...
1875 ...	92,441,794	3,576,514	4,641,979	1,065,465	...
1876 ...	93,392,600	4,442,430	4,658,947	216,517	...
1877 ...	94,108,059	6,117,226	4,662,635	...	1,454,591
1878 ...	95,430,863	5,002,028	4,708,134	...	293,894
1879 ...	96,444,666	5,062,188	4,748,233	...	313,955
1880* ...	65,907,288	2,662,213	3,263,179	600,966	...
1881 ...	66,349,320	3,110,824	3,272,651	161,827	...
1882 ...	67,021,755	3,319,439	3,279,407	...	40,032
1883 ...	67,431,448	3,542,973	3,289,439	...	253,534
1884 ...	68,769,369	3,207,313	3,243,015	35,702	...
1885† ...	66,658,570	3,505,142	3,191,169	...	313,973
1886‡ ...	56,814,758	3,378,242	2,702,701	...	675,541
1887 ...	57,046,325	3,326,485	2,725,445	...	601,040
1888 ...	57,694,898	3,433,689	2,688,848	...	744,841
1889§ ...	49,045,463	2,853,584	2,345,383	...	508,201

* East Indian Railway excluded from this and subsequent years.
† Eastern Bengal Railway ditto ditto.
‡ Sind, Punjab and Delhi Railway ditto ditto.
§ Oudh and Rohilkhand Railway excluded from this year.

STATEMENT No. 25.

Result of working the Guaranteed Railways for the year ending the 31st of December 1889.

Serial number.	RAILWAY.	Net Revenue.	Guaranteed interest.		Guaranteed interest. Sterling converted at contract rates.	Guaranteed interest. Sterling converted at average rates of exchange.	Contribution to Provident Fund.	Surplus for division 3—(5+7).	Deficit at contract rates. (5—3).	EXTRA DIVIDEND IN EXCESS OF GUARANTEED INTEREST RECEIVED BY COMPANIES AS SURPLUS PROFITS.		True surplus or deficit 3—(6+7).
										Rate per cent. for half-year ending the 30th of June 1889.	Rate per cent. for half-year ending the 31st of December 1889.	
1	2	3	4		5	6	7	8	9	10	11	12
			England.	India.								
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	£ s. d.	£ s. d.	Rs.
XXX	Great Indian Peninsula ...	1,80,09,474	1,185,267	46,624	1,29,76,807	1,74,54,086	1,17,859	49,14,808	...	0 17 6	...	+ 4,37,529
XXXI	Bombay, Baroda and Central India	76,17,253	415,836	31,902	45,68,299	61,39,097	76,173	29,72,781	...	1 12 6	0 3* 0	+14,01,983
XXXII	Madras	37,38,421	522,243	177	56,97,369	76,70,111	...	...	19,58,948	...	...	—39,31,690
XXXIII	South Indian	16,88,130	213,292	15,974	22,41,627	31,48,490	...	...	5,53,497	...	...	—14,60,360
	TOTAL ...	3,10,53,278	2,336,638	94,677	2,54,84,102	3,44,11,784	1,94,032	78,87,589	25,12,445	...	...	—35,52,538

* Estimate.

Traffic Results.

45. The table on pages 102 to 105 contains detailed information of the earnings and expenditure connected with the coaching and goods traffic on all lines and the table on pages 106 to 109 shows the distribution of the working expenses. On pages 110 and 111 will be found a summary of the general results of the working of the principal railways.

The following table exhibits the traffic results summarised for all railways, and compared with the results under similar heads for 1887 and 1888:

	1887.	1888.	1889.
Mean mileage open for traffic ...	13,577·96	14,378·54	15,382·48
Number of passengers carried ...	95,411,779	103,156,013	110,650,472
Number of tons of goods moved ...	20,195,677	22,393,202	22,249,111
Passenger unit miles	4,089,914,830	4,349,054,980	4,676,868,298
Ton-mileage of goods	3,195,563,738	3,576,997,334	3,643,797,257
Train-miles	45,779,096	50,109,119	51,177,777
Coaching earnings ... Rs.	6,03,10,678	6,43,50,321	6,90,42,381
Goods earnings ... „	11,92,93,226	12,79,03,904	13,05,55,898
Miscellaneous, including Steam-boat earnings ... ... „	50,77,385	53,90,524	58,29,606

In round numbers, the average length of line worked was 15,382 miles, upon which the traffic was equivalent to 4,677 millions of passengers and 3,644 millions of tons of goods carried one mile.

Coaching traffic.

46. The total number of passengers showed an increase of 7·27 per cent. as compared with the number in 1888. The passenger mileage increased 7·54 per cent. and the earnings from coaching traffic, 7·29 per cent. The number of passengers booked per open mile was 7,193 in 1889, as compared with 7,174 in 1888 and 7,027 in 1887. Of the total number carried in 1889, the two lowest classes of passengers constituted 97·36 per cent., the second class 2·25, and the first class 0·39 per cent.

The distances travelled by each class of passengers were on an average, for the first class 76 miles, for the second class 51 miles, and for the two lowest classes 42 miles; and for the average journey the first class passenger paid Rs. 5-1-2, the second class passenger Rs. 1-4-10 and the two lowest classes of passenger Re. 0-8-4; or 12·8, 5·0 and 2·4 pies per mile, respectively.

The average coaching earnings per coaching train-mile were Rs. 3·35, the highest on the principal railways being Rs. 4·33 on the East Indian railway (including the branch lines worked by it) for the standard gauge, and Rs. 3·98 on the Burma State railway for the metre gauge; the lowest, Rs. 2·24, on the Indian Midland railway for the standard gauge, and Rs. 2·59 on the Bhávnagar-Gondal-Junágarh-Porbandar railway for the metre gauge.

The highest average number of passengers carried in a passenger train was 314·63 on the Madras railway, and the smallest, 145·80, on the Indian Midland railway.

The lowest average cost of hauling, on the standard gauge, one passenger unit one mile was 0·78 pies on the East Indian railway (including the branch lines worked by it), on which line the average sum received for this work was 2·69 pies; and, on the metre gauge, 0·75 pies on the Rajputana-Malwa State railway, the average receipts being 2·13 pies.

Goods traffic.

47. The total tonnage of goods lifted during the year shows a decrease of 0·64 per cent., and the total ton-mileage an increase of 1·87 per cent., as compared with 1888. The earnings from goods traffic showed an increase of 2·07 per cent. as compared with 1888. The number of tons of goods lifted per mile open was 1,446 in 1889, as compared with 1,557 in 1888, and 1,487 in 1887.

The average goods earnings per goods train-mile were Rs. 4·26, the highest on the principal railways being, Rs. 8·04 on the Bombay, Baroda and Central India railway, standard gauge, and Rs. 3·18 on the Rajputana-Malwa railway, metre gauge; and the lowest, Rs. 3·22 on the Oudh and Rohilkhand railway, standard gauge, and Rs. 2·21 on the South Indian railway, metre gauge.

The lowest average cost of hauling one ton of goods one mile was 2·14 pies on the East Indian railway, standard gauge, and 3·24 pies on the Bengal and North-Western railway, metre gauge, the average sums received on these lines for doing this work being 5·68 pies and 5·62 pies, respectively.

Summary of commodities carried.

48. The table on page 112 gives a summary of the principal articles of merchandise, &c., carried on the several railways as compared with 1888. It shows an improvement of 468,700 tons, excluding railway materials for construction and coal, and other revenue stores carried for the home line. Twenty-six out of the thirty-three items of public traffic tabulated show increases.

Statement showing the gross earnings, working expenses and net earnings per train-mile, also the gross

Serial number.	RAILWAY.	Coaching Earnings.		Goods Earnings.		Total Traffic Earnings.		Miscellaneous including Steam-boat Earnings.	
		Amount.	Per Passenger train-mile.	Amount.	Per Goods train-mile.	Amount.	Per train-mile.	Amount.	Per train-mile.
	State Lines worked by Companies.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
I	East Indian (a)	1,52,50,229	4·31	2,96,71,288	6·13	4,49,21,517	5·36	6,72,993	0·08
II	Patna-Gya	Included with the East Indian railway			...	...	...	...	...
III	Bareilly-Pilibhit	42,975	3·85	59,915	3·78	1,02,890	3·81	6,965	0·26
IV	Bengal-Nágpur (b)	3,78,546	2·71	14,40,309	3·90	18,18,855	3·57	1,78,075	0·35
V	Indian Midland (c)	12,29,495	2·24	17,62,128	3·45	29,91,623	2·62	77,632	0·08
VI	Bhopal-Itársi (British section)	Included with the Indian Midland railway				...	...	...	...
VII	Rajputana-Malwa	60,16,333	3·00	1,36,78,491	3·18	1,96,89,824	3·12	2,40,181	0·04
VIII	Dhond-Manmád	...	...	...	...	...	...	(e) 2,62,240	...
IX	Southern Mahratta (g) ...	21,37,010	2·61	26,80,905	2·49	48,17,915	2·54	1,09,963	0·06
X	Southern Mahratta, Mysore section.	Included with the Southern Mahratta railway				...	...	...	...
XI	Bezváda Extension	...	...	...	...	...	...	(e) 17,506	...
XII	Villupuram-Guntakal ...	1,90,274	2·02	61,254	1·25	2,51,528	1·76	3,007	0·02
	Total ...	2,52,44,862	3·50	4,93,49,290	4·42	7,45,94,152	4·06	15,68,562	0·09
	State Lines worked by the State.								
XIII	North Western (h)	87,31,938	3·50	1,87,98,296	3·58	2,75,30,234	3·55	5,78,604	0·08
XIV	Amritsar-Pathánkot ...	...	...	...	...	...	...	(e) 97,982	...
XV	Oudh and Rohilkhand ...	34,07,331	3·41	37,38,722	3·22	71,46,553	3·31	3,33,130	0·13
XVI	Lucknow-Sitapur-Sihrámau ...	1,66,555	2·07	(i) 1,48,566	1·84	(i) 3,15,121	1·95	3,755	0·03
XVII	Tirhoot	8,16,104	3·18	8,72,747	2·79	16,88,851	2·96	2,07,823	0·37
XVIII	Eastern Bengal	36,43,839	3·13	64,46,104	4·29	1,00,89,943	3·78	10,86,731	0·41
XIX	Bengal Central	5,15,070	2·76	2,10,440	1·80	7,25,510	2·39	11,681	0·04
XX	Nalháti	64,426	2·17	34,422	1·76	98,848	2·01	5,162	0·10
XXI	Wardha Coal	44,843	2·21	1,87,542	2·80	2,32,385	2·66	1,00,408	1·15
XXII	Cherra-Companygani ...	1,817	1·11	8,335	0·53	10,152	0·58	164	0·01
XXIII	Jorhát	9,843	1·01	48,863	3·36	58,706	2·62	959	0·04
XXIV	Burma (f)	29,02,195	3·98	17,10,793	2·46	46,12,988	3·24	77,275	0·05
XXV	Toungoo-Mandalay	Included with the Burma State railway				...	...	...	...
	Total ...	2,03,04,461	3·40	3,22,04,830	3·49	5,25,09,291	3·45	25,63,674	0·17
	Lines worked by Guaranteed Companies.								
XXX	Great Indian Peninsula (k) ...	37,46,964	2·85	2,79,43,119	5·37	3,66,90,083	4·44	3,78,731	0·04
XXXI	Bombay, Baroda and Central India. (l)	43,42,090	3·50	86,49,482	8·04	1,29,91,572	5·61	2,42,799	0·10
XXXII	Madras	37,17,890	3·53	52,04,228	3·95	89,22,118	3·76	1,88,777	0·08
XXXIII	South Indian (m)	30,63,244	3·45	25,70,041	2·21	56,33,285	2·75	67,589	0·03
	Total ...	1,98,70,188	3·18	4,43,66,870	5·06	6,42,37,058	4·28	8,77,896	0·06
	Carried over ...	6,54,19,511	...	12,59,20,990	...	19,13,40,501	...	50,10,132	...

(a) Includes the Patna-Gya railway for the whole of 1889, Ásansol-Purulia section of the Bengal-Nágpur railway from the 12th of June to the 31st of December 1889, and the Sindia railway for January and February 1889.
(b) Excludes Asansol-Purulia section which is worked by the East Indian railway.
(c) Includes the Bhopal-Itársi state railway for the whole of 1889; and the Sindia railway transactions from the 1st of March 1889.
(d) Includes (Rs. 5,422 on British section and Rs. 18,351 of Native States section) Rs. 23,773 on account of loss on working the Bhopal-Itársi State railway. See foot-note (e) on page 104.
(e) Represents amount received as rent from the working railway. Expenditure incurred direct by the State.

earnings per mile per week, on the several Railways during the year ending the 31st of December 1889.

Gross Earnings.			Working Expenses.		Net Earnings.		Railway.	Serial number.
Amount.	Per mile per week.	Per train-mile.	Amount.	Per train-mile.	Amount.	Per train-mile.		
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	**State Lines worked by Companies.**	
4,55,94,510	538	5·44	1,61,51,288	1·93	2,94,43,222	3·51	East Indian (*a*)	I
...	...	...	...	...	...	...	Patna-Gya	II
1,09,855	59	4·07	73,002	2·70	36,853	1·37	Bareilly-Pilibhit	III
19,96,930	132	3·92	16,17,096	3·17	3,79,834	0·75	Bengal-Nágpur (*b*)	IV
30,69,255	93	2·90	24,96,979	2·36	(*d*) 5,72,276	0·54	Indian Midland (*c*)	V
...	...	...	...	...	...	...	Bhopal-Itársi (British section) ...	VI
1,99,30,005	230	3·16	91,32,787	1·45	1,07,97,218	1·71	Rajputana-Malwa	VII
(*e*) 2,62,240	...	...	(*f*) 12,814	...	2,49,426	...	Dhond-Manmád	VIII
49,27,878	84	2·60	37,56,065	1·98	11,71,813	0·62	Southern Mahratta (*g*) ...	IX
...	...	...	...	...	...	...	Southern Mahratta, Mysore section.	X
(*e*) 17,506	...	...	(*f*) 1,180	...	16,326	...	Bezváda Extension	XI
2,54,535	59	1·78	1,79,555	1·26	74,980	0·52	Villupuram-Guntakal	XII
7,61,62,714	268	4·15	3,34,20,766	1·82	(*d*) 4,27,41,948	2·33	Total.	
							State Lines worked by the State.	
2,81,08,838	227	3·63	1,79,22,078	2·31	1,01,86,760	1·32	North Western (*h*)	XIII
(*e*) 97,982	...	...	...	...	(*e*) 97,982	...	Amritsar-Pathánkot	XIV
75,39,683	209	3·49	33,35,607	1·54	42,04,076	1·95	Oudh and Rohilkhand	XV
(*i*) 3,18,876	59	1·98	2,07,861	1·29	(*i*) 1,11,015	0·69	Lucknow-Sitapur-Sihrámau ...	XVI
18,96,674	134	3·33	9,18,428	1·61	9,78,246	1·72	Tirhoot	XVII
1,11,76,674	303	4·19	49,85,049	1·87	61,91,625	2·32	Eastern Bengal	XVIII
7,37,191	113	2·43	4,41,203	1·45	2,95,988	0·98	Bengal Central	XIX
1,04,010	73	2·11	81,311	1·65	22,699	0·46	Nalhátí	XX
3,32,793	142	3·81	1,70,515	1·96	1,62,278	1·85	Wardha Coal	XXI
10,316	26	0·59	24,830	1·42	—14,514	—0·83	Chhera-Companyganj	XXII
59,665	42	2·66	63,208	2·82	—3,543	—0·16	Jorhát	XXIII
46,90,263	169	3·29	31,16,711	2·18	15,73,552	1·11	Burma (*j*)	XXIV
...	...	...	...	...	...	...	Toungoo-Mandalay ...	XXV
5,50,72,965	215	3·62	3,12,66,801	2·06	2,38,06,164	1·56	Total.	
							Lines worked by Guaranteed Companies.	
3,70,68,814	494	4·48	1,90,59,340	2·30	1,80,09,474	2·18	Great Indian Peninsula (*k*) ...	XXX
1,32,34,371	552	5·71	56,17,118	2·42	76,17,253	3·29	Bombay, Baroda and Central India. (*l*)	XXXI
91,10,895	209	3·84	53,72,473	2·26	37,38,422	1·58	Madras	XXXII
57,00,874	165	2·78	39,96,712	1·95	17,04,162	0·83	South Indian (*m*)	XXXIII
6,51,14,954	368	4·34	3,40,45,643	2·27	3,10,69,311	2·07	Total.	
19,63,50,633	...	...	9,87,33,210	...	9,76,17,423	...	Carried over.	

(*g*) Includes the Southern Mahratta railway, Mysore section.
(*h*) Includes the Amritsar-Pathánkot for the whole year and the Rájpura-Bhátinda railway up to the 12th of October 1889.
(*i*) Excludes Rs. 2,965 on account of ballast train earnings due to Oudh and Rohilkhand railway, included with that railway's transactions.
(*j*) Includes the Toungoo-Mandalay extension.
(*k*) Includes the earnings and expenses of the branch lines worked (Dhond-Manmád, Khámgaon and Amráoti), but excludes the charges incurred direct by the State.
(*l*) Includes the Pátri branch.
(*m*) Includes the Pondicherry railway.

Statement showing the gross earnings, working expenses and net earnings per train-mile, also the gross

Serial number.	RAILWAY.	COACHING EARNINGS.		GOODS EARNINGS.		TOTAL TRAFFIC EARNINGS.		MISCELLANEOUS, INCLUDING STEAM-BOAT EARNINGS.	
		Amount.	Per Passenger train-mile.	Amount.	Per goods train-mile.	Amount.	Per train-mile.	Amount.	Per train-mile.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	BROUGHT FORWARD ...	6,54,19,511	...	12,59,20,990	...	19,13,40,501	...	50,10,132	...
	Assisted Companies.								
XXXIV	TÁRAKESHWAR	2,68,421	5·56	16,050	4·22	2,84,471	5·47	424	0·01
XXXV	DHOGHUR	25,865	...	2,466	...	28,331	2·15	202	0·01
XXXVI	DARJEELING-HIMALAYAN ...	2,18,364	5·69	3,47,832	3·96	5,66,196	4·48	8,098	0·07
XXXVII	BENGAL AND NORTH-WESTERN ...	8,66,875	2·84	10,49,173	2·35	19,16,048	2·55	2,95,776	0·39
XXXVIII	ROHILKHAND-KUMAUN ...	1,84,916	5·52	81,187	2·38	2,66,103	3·93	(*a*)1,06,167	1·57
XXXIX	DIBRU-SADIYA	58,085	1·52	3,91,098	4·77	4,49,183	3·74	14,835	0·12
XL	THÁTÓN-DUYINZÁIK	12,944	2·59	16,253	2·90	29,197	2·75	...	...
	TOTAL ...	16,35,470	3·89	19,04,059	2·90	35,39,529	3·25	4,25,502	0·39
	Native States Lines worked by Companies.								
XLII	KHÁMGAON	...	...	...	...	...	...	(*b*)22,528	...
XLIII	AMRÁOTI	...	...	...	...	...	...	(*b*)42,450	...
XLIV	BHOPAL-ITÁRSI (NATIVE STATES SECTION).	Included with the Indian Midland railway				...	...	...	...
XLV	THE NIZÁM'S GUARANTEED STATE (*d*)	7,87,582	3·03	14,56,856	4·27	22,44,438	3·73	89,695	0·15
XLVI	THE GAEKWÁR'S DABHOI ...	92,420	2·78	49,017	1·80	1,41,437	2·34	1,552	0·02
XLVII	THE GAEKWÁR'S MEHSÁNA ...	34,549	2·59	18,726	2·15	53,275	2·41	15	...
	TOTAL ...	9,14,551	2·98	15,24,599	4·04	24,39,150	3·57	1,56,240	0·23
	Native States Lines worked by the State.								
XLIX	RÁJPURA-BHÁTINDA (*f*) ...	43,479	3·17	46,908	2·48	90,387	2·77	(*g*)18,093	(*h*) 0·02
	TOTAL ...	43,479	3·17	46,908	2·48	90,387	2·77	18,093	0·02
	Native States Lines.								
LI	JODHPORE	1,62,127	2·52	1,84,138	3·65	3,46,265	3·01	13,093	0·12
LII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	7,01,976	2·59	6,21,172	3·07	13,23,148	2·79	57,268	0·12
LIII	MORVI	1,09,033	2·35	64,236	2·21	1,73,269	2·29	4,052	0·06
	TOTAL ...	9,73,136	2·55	8,69,546	3·08	18,42,682	2·78	74,413	0·11
	Foreign Lines.								
LV	WEST OF INDIA PORTUGUESE ...	56,234	1·10	2,89,796	3·67	3,46,030	2·66	(*i*)1,45,226	1·11
LVI	PONDICHERRY	Included with the South Indian railway.				...	...	...	...
	TOTAL ...	56,234	1·10	2,89,796	3·67	3,46,030	2·66	1,45,226	1·11
	Total of all Railways (*m*)	6,89,86,147	(*j*)3·35	13,02,66,102	(*j*)4·26	19,92,52,249	3·89	56,84,380	0·11

(*a*) Includes Rs. 52,064 on account of cart road service.
(*b*) Represents amount received as rent from the working railway.
(*c*) Expenditure incurred direct by the State.
(*d*) Includes the earnings and expenses of the Berár Extension, but excludes the charges incurred direct by the State.
(*e*) Excludes Rs 18,351 on account of loss on working the Bhopal-Itársi State railway (Native States section). See foot note (*d*) on page 102.
(*f*) The transactions, except where otherwise stated, are from the 13th of October 1889. Transaction sprior to that date are included with the North Western railway.

earnings per mile per week, on the several Railways during the year ending the 31st of December 1889.

Gross Earnings.			Working Expenses.		Net Earnings.		Railway.	Serial number.
Amount.	Per mile per week.	Per train-mile.	Amount.	Per train-mile.	Amount.	Per train-mile.		
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
19,63,50,633	..	...	9,87,33,210	...	9,76,17,423	...	Brought forward	
							Assisted Companies.	
2,84,895	246	5·47	1,48,317	2·85	1,36,578	2·62	Tárakeshwar	XXXIV
28,533	115	2·16	15,838	1·20	12,695	0·96	Deoghur	XXXV
5,74,294	217	4·55	3,45,177	2·73	2,29,117	1·82	Darjeeling-Himalayan ...	XXXVI
22,11,824	113	2·94	11,57,860	1·54	10,53,964	1·40	Bengal and North-Western ...	XXXVII
3,72,270	107	5·50	(*a*) 2,12,135	3·13	1,60,135	2·37	Rohilkhand-Kumaun	XXXVIII
4,64,018	114	3·86	3,38,871	2·82	1,25,147	1·04	Dibru-Sadiya	XXXIX
29,197	70	2·75	15,310	1·44	13,887	1·31	Thatón-Duyinzáik	XL
39,65,031	126	3·64	22,33,508	2·05	17,31,523	1·59	Total	
							Native States Lines worked by Companies.	
(*b*) 22,528	...	...	...	...	(*b*) 22,528	....	Khámgaon	XLII
(*b*) 42,450	...	...	(*c*) 779	...	41,671	...	Amráoti	XLIII
...	...	...	...	...	...	...	Bhopal-Itárси (Native States section).	XLIV
23,84,133	129	3·88	15,61,620	2·60	7,72,513	1·28	The Nizam's Guaranteed State (*d*)	XLV
1,42,089	47	2·36	93,591	1·55	49,398	0·81	The Gaekwar's Dabhoi ...	XLVI
53,290	37	2·41	32,942	1·49	20,348	0·92	The Gaekwar's Mehsána ...	XLVII
25,95,390	115	3·80	16,88,932	2·47	(*e*) 9,06,458	1·33	Total	
							Native States Lines worked by the State.	
(*g*) 1,08,480	(*h*) 74	(*h*) 2·79	50,077	1·53	(*g*) 58,403	(*h*) 1·26	Rájpura-Bhátinda (*f*)	XLIX
1,08,480	74	2·79	50,077	1·53	58,403	1·26	Total	
							Native States Lines.	
3,59,353	56	3·13	1,67,100	1·46	1,92,253	1·67	Jodhpore	LI
13,80,416	97	2·91	7,80,585	1·64	5,99,831	1·27	Bhávnagar-Gondal-Junágarh-Porbandar.	LII
1,77,321	50	2·35	1,20,595	1·60	56,726	0·75	Morvi	LIII
19,17,095	79	2·89	10,68,280	1·61	8,48,815	1·28	Total	
							Foreign Lines.	
4,91,256	185	3·77	Information not furnished.			...	West of India Portuguese... ...	LV
...	...	...	...	...	...	...	Pondicherry	LVI
4,91,256	185	3·77	...	...	...	...	Total	
(*k*) 20,49,36,629	257	4·00	(*l*) 10,37,74,007	2·03	10,11,62,622	1·97	**Total of all Railways** (*m*)	

(*g*) Includes Rs. 17,431 on account of amount received from the North Western railway as rent up to the 12th of October 1889.
(*h*) Excludes the amount received from the North Western railway as rent. *Vide* foot-note (*g*).
(*i*) Includes Rs. 1,19,140 on account of Steam-boat Harbour.
(*j*) Excludes the Deoghur railway.
(*k*) The Steam-boat earnings amount to Rs. 12,32,286.
(*l*) The Steam-boat expenses amount to Rs. 9,94,810.
(*m*) Excludes the West of India Portuguese railway.

Table showing the working expenses on the several

Serial number.	RAILWAY.	Gauge.	Mean mileage worked.	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAFFIC.		
				Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.
	State Lines worked by Companies.			Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
I	EAST INDIAN (*a*) ...	Standard.	1,652·02	55,50,386	0·66	12·10	37,08,181	0·44	8·08	12,39,191	0·15	2·70	29,97,371	0·35	6·53
II	PATNA-GYA	Standard.	Included with the East Indian railway.												
III	BAREILLY-PILIBHIT ...	Metre	36·00	14,383	0·53	13·09	14,003	0·52	12·75	2,835	0·11	2·58	15,931	0·59	14·50
IV	BENGAL-NAGPUR (*b*) ...	Standard.	291·31	4,23,041	0·83	21·19	5,30,006	1·04	26·54	88,662	0·18	4·44	2,36,812	0·46	11·86
V	INDIAN MIDLAND (*c*) ...	Standard.	631·53	7,79,384	0·74	25·41	7,28,641	0·69	23·74	1,39,881	0·13	4·56	3,25,231	0·31	10·60
VI	BHOPAL-ITÁRSI (BRITISH SECTION).	Standard.	Included with the Indian Midland railway.												
VII	RAJPUTANA-MALWA ...	Metre	1,666·99	16,85,897	0·27	8·46	38,98,703	0·62	19·56	8,69,705	0·14	4·36	14,12,349	0·22	7·09
VIII	DHOND-MANMÁD ...	Standard.	...	...	...	...	...	...	...	...	...	...	...	...	...
IX	SOUTHERN MAHRATTA (*e*)	Metre	1,123·59	12,07,089	0·64	24·50	10,78,371	0·57	21·88	1,77,366	0·09	3·60	6,03,857	0·32	12·25
X	SOUTHERN MAHRATTA, MYSORE SECTION.	Metre	Included with the Southern Mahratta railway.												
XI	BEZVÁDA EXTENSION ...	Standard.	...	...	...	...	...	...	...	...	...	...	...	...	...
XII	VILLUPURAM-GUNTAKAL	Metre	82·94	68,563	0·48	26·94	55,004	0·38	21·61	13,728	0·10	5·39	21,365	0·15	8·39
	TOTAL ...	...	5,484·38	97,29,243	0·53	12·73	1,00,12,909	0·55	13·10	25,31,318	0·14	3·31	56,12,919	0·31	7·34
	State Lines worked by the State.														
XIII	NORTH WESTERN (*f*) ...	Standard.	2,383·31	58,42,495	0·75	20·79	63,11,583	0·81	22·45	19,04,322	0·25	6·78	21,84,059	0·28	7·77
XIV	AMRITSAR-PATHÁNKOT ...	Standard.	Included with the North Western railway.												
XV	OUDH AND ROHILKHAND	Standard.	692·55	8,41,896	0·39	11·17	10,16,755	0·47	13·49	2,80,051	0·13	3·71	6,76,602	0·31	8·97
XVI	LUCKNOW-SITÁPUR-SIHRÁMAU.	Metre	104·59	40,940	0·25	12·84	...	...	...	...	...	...	...	...	...
XVII	TIRHOOT	Metre	273·00	1,64,221	0·29	8·06	2,12,033	0·37	11·18	65,446	0·12	3·45	1,97,518	0·35	10·41
XVIII	EASTERN BENGAL	Standard. Metre 2′ 6″	709·34	11,90,216	0·45	10·65	11,60,189	0·44	10·38	3,36,806	0·12	3·01	11,08,625	0·42	9·92
XIX	BENGAL CENTRAL ...	Standard.	125·01	89,844	0·36	12·19	1,07,235	0·35	14·55	31,195	0·10	4·23	1,01,814	0·33	13·81
XX	NALHÁTI	4′ 0″	27·25	30,614	0·62	29·43	12,574	0·25	12·09	10,672	0·22	10·26	13,908	0·28	13·37
XXI	WARDHA COAL ...	Standard.	45·00	44,321	0·51	13·32	48,595	0·56	14·60	24,177	0·28	7·26	24,184	0·28	7·27
XXII	CHERRA-COMPANYGANJ ...	2′ 6″	7·50	6,315	0·36	61·22	7,231	0·42	70·09	1,983	0·11	19·22	6,133	0·35	59·45
XXIII	JORHÁT	2′ 0″	27·57	17,602	0·79	29·50	17,443	0·78	29·24	4,073	0·18	6·83	14,149	0·63	23·71
XXIV	BURMA (*j*)	Metre	534·78	11,55,643	0·82	24·64	8,72,038	0·61	18·59	1,63,400	0·11	3·48	5,72,325	0·40	12·20
XXV	TOUNGOO-MANDALAY ...	Metre	Included with the Burma State railway.												
	TOTAL ...	...	4,929·90	94,24,107	0·62	17·11	97,65,676	0·64	17·73	23,22,125	0·19	5·12	48,99,317	0·32	8·90
	Lines worked by Guaranteed Companies.														
XXX	GREAT INDIAN PENINSULA (*k*)	Standard.	1,443·92	46,59,268	0·56	12·57	73,46,156	0·89	19·82	21,15,770	0·26	5·71	27,38,324	0·33	7·39
XXXI	BOMBAY, BARODA AND CENTRAL INDIA. (*m*)	Standard.	460·90	16,56,183	0·72	12·51	20,21,501	0·87	15·27	5,30,463	0·23	4·01	7,94,415	0·34	6·00
XXXII	MADRAS	Standard.	839·21	15,38,561	0·65	16·89	17,45,771	0·74	19·16	7,18,909	0·30	7·89	7,99,976	0·34	8·78
XXXIII	SOUTH INDIAN (*n*) ...	Metre	662·44	15,78,864	0·77	27·69	12,32,877	0·60	21·63	3,08,469	0·15	5·41	4,79,170	0·23	8·41
	TOTAL ...	...	3,406·57	94,32,876	0·63	14·48	1,23,46,305	0·82	18·96	36,73,611	0·25	5·64	48,11,885	0·32	7·39
	CARRIED OVER ...	...	13,820·85	2,85,86,226	...	...	3,21,24,890	...	...	90,27,054	...	...	1,53,24,121	...	...

(*a*) Includes the expenses under all departments of the Patna-Gya and Tárakeshwar railways for the whole of 1889, of the Sindia railway for January and February 1889; and of the Asansol-Purulia section of the Bengal-Nágpur railway from the 12th of June to the 31st of December 1889, excepting under "maintenance."
(*b*) Excludes the Asansol-Purulia section worked by the East Indian railway, except under maintenance.
(*c*) Includes the Bhopal-Itársi railway for the whole of 1889 and the Sindia railway from the 1st of March to the 31st of December 1889.
(*d*) Expenditure incurred direct by the State.
(*e*) Includes the Southern Mahratta railway, Mysore section.

Railways during the year ending the 31st of December 1889.

General.			Steam-Boat.			Special and Miscellaneous.			Total.			Railway.	Serial number.
Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.		
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		**State Lines worked by Companies.**	
19,59,328	0·23	4·27	57,308	0·01	0·13	7,87,840	0·09	1·72	1,62,99,605	1·93	35·53	East Indian (*a*) ...	I
												Patna-Gya	II
17,117	0·63	15·58	...	...	...	8,733	0·32	7·95	73,002	2·70	66·45	Bareilly-Pilibhit ...	III
3,22,768	0·63	16·16	...	...	...	15,807	0·03	0·79	16,17,096	3·17	80·98	Bengal-Nagpur (*b*) ...	IV
4,07,757	0·38	13·28	...	...	...	1,15,632	0·11	3·77	24,96,979	2·36	81·36	Indian Midland (*c*) ...	V
												Bhopal-Itarsi (British section)	VI
11,04,953	0·17	5·54	...	...	...	1,61,180	0·03	0·81	91,32,787	1·45	45·82	Rajputana-Malwa ...	VII
(*d*)12,814	...	...	...	...	...	...	...	...	(*d*)12,814	...	...	Dhond-Manmad ...	VIII
6,52,023	0·34	13·23	...	...	...	37,359	0·02	0·76	37,56,065	1·98	76·22	Southern Mahratta (*e*)	IX.
												Southern Mahratta, Mysore section.	X
(*d*) 1,180	...	...	...	...	...	...	...	...	(*d*)1,180	...	...	Bezvada Extension ...	XI
19,590	0·14	7·70	...	...	...	1,305	0·01	0·51	1,79,555	1·26	70·54	Villupuram-Guntakal...	XII
44,97,530	0·24	5·88	57,308	...	0·07	11,27,856	0·06	1·48	3,35,69,083	1·83	43·91	Total.	
												State Lines worked by the State.	
11,97,550	0·15	4·26	1,24,146	0·02	0·44	(*g*)3,57,923	0·05	1·27	1,79,22,078	2·31	63·76	North Western (*f*) ...	XIII
												Ameitsar-Pathankot ...	XIV
4,35,873	0·20	5·78	...	...	...	84,430	0·04	1·12	33,35,607	1·54	44·24	Oudh and Rohilkhand...	XV
...	...	...	...	...	...	(*h*)1,66,921	1·04	52·34	2,07,861	1·29	65·19	Lucknow-Sitapur-Sihramau.	XVI
1,45,049	0·25	7·65	1,09,553	0·19	5·77	24,603	0·04	1·30	9,18,428	1·61	48·42	Tirhoot	XVII
4,60,795	0·17	4·12	5,88,378	0·22	5·27	1,39,540	0·05	1·25	49,85,049	1·87	44·60	Eastern Bengal ...	XVIII
99,232	0·33	13·46	...	...	...	11,883	0·04	1·61	4,41,203	1·45	59·85	Bengal Central ...	XIX
13,143	0·27	12·64	...	...	...	400	0·01	0·39	81,311	1·65	78·18	Nalhati	XX
23,747	0·27	7·14	...	...	...	5,491	0·06	1·65	1,70,515	1·96	51·24	Wardha Coal ...	XXI
2,946	0·17	23·56	...	...	...	222	0·01	2·15	24,830	1·42	240·69	Cherra-Companyganj ...	XXII
9,385	0·42	15·73	...	...	...	556	0·02	0·93	63,208	2·82	105·94	Jorhat	XXIII
3,16,983	0·22	6·76	...	...	...	36,322	0·03	0·78	31,16,711	2·18	66·45	Burma (*j*)	XXIV
												Toungoo-Mandalay ...	XXV
27,04,703	0·18	4·91	8,22,577	0·05	1·49	8,28,296	0·05	1·51	3,12,66,801	2·05	56·77	Total.	
												Lines worked by Guaranteed Companies.	
12,84,849	0·15	3·46	...	...	...	(*l*)9,14,973	0·11	2·47	1,90,59,340	2·30	51·42	Great Indian Peninsula (*k*)	XXX
5,11,433	0·22	3·87	...	...	...	1,03,123	0·04	0·78	56,17,118	2·42	42·44	Bombay, Baroda and Central India. (*m*)	XXXI
5,31,049	0·22	5·83	...	...	...	38,207	0·01	0·42	53,72,473	2·26	58·97	Madras	XXXII
3,68,231	0·18	6·46	...	...	...	29,101	0·02	0·51	39,96,712	1·95	70·11	South Indian (*n*) ...	XXXIII
26,95,562	0·18	4·14	...	...	...	10,85,404	0·07	1·67	3,40,45,643	2·27	52·28	Total.	
98,97,795	...	...	8,79,885	...	...	30,41,556	...	...	9,88,81,527	...	...	Carried over.	

(*f*) Includes the Amritsar-Pathánkot for the whole year, and the Rájpura-Bhátinda railway up to the 12th of October 1889.
(*g*) Includes the rent of leased lines.
(*h*) Total working expenses, exclusive of maintenance and of Rs. 2,965 due to the Oudh and Rohilkhand railway on account of ballast train earnings.
(*j*) Includes the Toungoo-Mandalay extension.
(*k*) Includes the Dhond-Manmád, Khámgaon and Amráoti railways, but excludes the charges incurred direct by the State.
(*l*) Includes Rs. 3,27,218 on account of rent of leased lines.
(*m*) Includes the Pátri branch.
(*n*) Includes the Pondicherry railway.

Table showing the working expenses on the several

Serial number.	RAILWAY.	Gauge.	Mean mileage worked.	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAFFIC.		
				Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.
	BROUGHT FORWARD ...	...	13,820·85	Rs. 2,85,86,226	Rs. ...	...	Rs. 3,21,24,390	Rs. ...	...	Rs. 90,27,054	Rs. ...	...	Rs. 1,53,24,121	Rs. ...	...
	Assisted Companies.														
XXXIV	TÁRAKESHWAR ...	Standard.	Included with the East Indian railway.												
XXXV	DEOGHUR	Metre	4·79	2,999	0·23	10·51	5,333	0·40	18·69	345	0·03	1·21	4,418	0·33	15·49
XXXVI	DARJEELING-HIMALAYAN	2′ 0″	51·00	59,727	0·47	10·40	1,16,264	0·92	20·23	32,298	0·26	5·62	45,547	0·36	7·93
XXXVII	BENGAL AND NORTH-WESTERN.	Metre	376·00	37,172	0·32	10·72	2,89,007	0·38	13·07	53,110	0·07	2·40	1,95,431	0·26	8·84
XXXVIII	ROHILKHAND-KUMAUN ...	Metre	(a)67·00	37,040	0·55	9·95	33,351	0·49	8·96	6,358	0·09	1·71	(b) 88,501	1·31	23·77
XXXIX	DIBRU-SADIYA ...	Metre	78·00	1,31,533	1·09	28·35	70,217	0·58	15·13	20,068	0·17	4·33	40,632	0·34	8·76
XL	THATÓN-DUYINZÁIK ...	2′ 6″	8·00	1,824	0·17	6·25	5,092	0·48	17·44	1,671	0·16	5·72	6,723	0·63	23·03
	TOTAL ...	...	584·79	4,70,295	0·43	12·78	5,19,204	0·48	14·11	1,13,845	0·10	3·09	3,81,252	0·35	10·36
	Native States Lines worked by Companies.														
XLII	KHÁMGAON	Standard.	Included with the Great Indian Peninsula railway.												
XLIII	AMRÁOTI	Standard.	...	...	...	...	...	...	...	...	...	...	...	...	...
XLIV	BHOPAL-ITÁRSI (NATIVE STATES SECTION).	Standard.	Included with the Indian Midland railway.												
XLV	THE NIZAM'S GUARANTEED STATE. (d)	Standard.	348·80	6,45,394	1·07	27·65	3,45,604	0·58	14·81	92,296	0·15	3·95	2,06,894	0·34	8·86
XLVI	THE GAEKWAR'S DABHOI	2′ 6″	58·85	32,170	0·53	22·50	28,561	0·47	19·97	4,442	0·08	3·11	17,035	0·28	11·91
XLVII	THE GAEKWAR'S MEHSANA	Metre	27·73	10,393	0·47	19·50	10,421	0·47	19·56	2,318	0·11	4·35	3,770	0·17	7·08
	TOTAL ...	...	435·38	6,87,957	1·01	26·51	3,84,586	0·56	14·82	99,056	0·15	3·82	2,27,699	0·33	8·77
	Native States Lines worked by the State.														
XLIX	RÁJPURA-BHÁTINDA(f) ...	Standard.	23·66	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	...	23·66	...	...	...	...	...	...	...	...	...	...	...	...
	Native States Lines.														
LI	JODHPORE	Metre	124·00	75,446	0·66	21·00	58,239	0·51	16·21	4,165	0·04	1·16	19,167	0·17	5·33
LII	BHÁVNAGAR-GONDAL-JUNÁGARH PORBANDAR.	Metre	274·71	1,65,761	0·35	12·01	2,61,401	0·55	18·94	28,856	0·06	2·09	1,42,925	0·30	10·35
LIII	MORVI	2′ 6″	68·00	26,925	0·36	15·79	36,621	0·49	20·65	7,734	0·10	4·36	23,552	0·31	13·28
	TOTAL ...	...	466·71	2,68,132	0·40	13·99	3,56,261	0·54	18·58	40,755	0·06	2·13	1,85,644	0·28	9·68
	Foreign Lines.														
LV	WEST OF INDIA PORTUGUESE.	Metre	51·09	Information not furnished.											
LVI	PONDICHERRY ...	Metre	Included with the South Indian railway.												
	TOTAL ...	...	51·09	...	...	...	...	...	...	...	...	...	...	...	...
	Total of all Railways ...	...	15,382·43	3,00,12,610	0·59	14·65	3,33,84,941	0·65	16·29	92,80,710	0·18	4·53	1,61,18,716	0·32	7·86

(a) Includes 12 miles of joint line worked by the Rohilkhand-Kumaun railway.
(b) Includes Rs. 52,064 on account of cart road service.
(c) Expenditure incurred direct by the State.
(d) Includes the Bezyáda extension, but excludes the charges incurred direct by the State.

Railways during the year ending the 31st of December 1889—concld.

General.			Steam-boat.			Special and Miscellaneous.			Total.			Railway.	Serial number.
Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.		
Rs 98,97,795	Rs. ...	...	Rs. 8,79,885	Rs. ...	...	Rs. 30,41,556	Rs. ...	...	Rs. 9,88,81,527	Rs. ...	...	Brought forward.	
												Assisted Companies.	
												Tárakeshwar	XXXIV
2,743	0·21	9·61	...	...	...	...	...	...	15,838	1·20	55·51	Deoghur	XXXV
66,156	0·52	11·52	...	...	...	25,250	0·20	4·40	3,45,177	2·73	60·10	Darjeeling-Himalayan ...	XXXVI
2,55,655	0·34	11·56	1,09,962	0·15	4·97	17,523	0·02	0·79	11,57,860	1·54	52·35	Bengal and North-Western.	XXXVII
38,752	0·57	10·41	...	...	...	8,133	0·12	2·18	2,12,135	3·13	56·98	Rohilkhand-Kumaun ...	XXXVIII
69,413	0·58	14·96	4,963	0·04	1·06	2,045	0·02	0·44	3,38,871	2·82	73·03	Dibru-Sadiya	XXXIX
...	...	...	...	...	...	...	...	...	15,310	1·44	52·44	Thatón-Duyinzaik ...	XLI
4,32,719	0·40	11·76	1,14,925	0·10	3·12	52,951	0·05	1·44	20,85,191	1·91	56·66	Total.	
												Native States Lines worked by Companies.	
												Khámgaon	XLII
(*e*) 779	...	...	...	...	...	...	...	...	(*e*) 779	...	...	Amráoti	XLIII
												Bhopal-Itársi (Native States section).	XLIV
2,37,523	0·40	10·18	...	...	...	(*e*) 33,909	0·06	1·45	15,61,620	2·60	66·90	The Nizam's Guaranteed State.	XLV
11,383	0·19	7·96	...	...	...	...	...	...	93,591	1·55	65·45	The Gaekwar's Dabhoi ...	XLVI
2,947	0·13	5·53	...	...	...	3,093	0·14	5·80	32,942	1·49	61·82	The Gaekwar's Mehsána ...	XLVII
2,52,632	0·37	9·73	...	...	...	37,002	0·05	1·42	16,88,932	2·47	65·07	Total.	
												Native States Lines worked by the State.	
...	...	...	...	...	...	(*g*) 50,077	1·53	55·00	50,077	1·53	(*h*) 55·00	Rájpura-Bhátinda ...	XLIX
...	...	...	...	...	...	50,077	1·53	55·00	50,077	1·53	55·00	Total.	
												Native States Lines.	
9,899	0·03	2·75	...	...	...	184	...	0·05	1,67,100	1·46	46·50	Jodhpore	LI
1,61,126	0·34	11·67	...	...	...	20,522	0·04	1·49	7,80,585	1·64	56·55	Bhávnagar-Gondal-Junágarh-Porbandar.	LII
24,337	0·32	13·73	...	...	...	1,426	0·02	0·80	1,20,595	1·60	68·01	Morvi	LIII
1,95,356	0·30	10·19	...	...	...	22,132	0·03	1·15	10,68,280	1·61	55·71	Total.	
												Foreign Lines.	
												West of India Portuguese	LV
												Pondicherry	LVI
...	...	...	...	...	...	...	...	...	...	...	...	Total.	
1,07,78,502	0·21	5·26	9,94,810	0·02	0·49	32,03,718	0·06	1·56	10,37,74,007	2·03	50·64	**Total of all Railways**	

(*e*) Includes Rs. 17,506 on account of rent of leased lines.
(*f*) Represents the transactions from the 13th of October to the 31st of December 1889. The transactions prior to this date are included with the North Western railway.
(*g*) Total working expenses.
(*h*) Worked by the North Western railway at 55 per cent. on gross earnings.

General results of the working of the 17 principal Indian

Progressive number.	HEADINGS.	Standard Gauge. I—East Indian. (b)	IV—Bengal-Nagpur. (c)	V—Indian Midland.	XIII—North Western. (h)	XV—Oudh and Rohilkhand.	XVIII—Eastern Bengal (f)	XXX—Great Indian Peninsula. (a)	XXXI—Bombay, Baroda and Central India. (g)	XXXII—Madras.
1	Miles open on the 31st of December 1889. Miles	(c) 1,659·87	293·18	734·46	(i) 2,377·31	692·55	746·40	1,446·74	460·90	839·30
1 a	Mean mileage worked during the year ,,	(d) 1,652·02	291·31	631·53	(j) 2,383·31	692·55	709·24	1,443·02	460·90	839·30
2	Total capital outlay ... ... Rs.	37,04,58,637	3,34,15,967	7,84,45,085	38,77,63,968	9,22,39,226	9,66,77,900	27,50,39,981	9,67,54,208	11,63,84,603
3	,, ,, per mile open (a) ,,	(c) 2,18,160	1,03,809	1,09,020	1,55,612	1,30,154	123,685	2,08,289	(g) 2,00,591	1,36,157
4	Coaching earnings ... ... ,,	1,55,18,650	8,78,546	12,29,495	87,31,938	34,07,631	36,43,830	87,46,964	43,42,090	37,17,890
5	Goods earnings ... ... ,,	2,96,87,338	14,40,309	17,62,128	1,87,98,296	37,38,722	64,46,104	2,79,43,119	86,49,482	52,04,228
6	Gross earnings ... ... ,,	4,58,79,405	19,96,930	30,69,253	2,81,06,838	75,39,683	1,11,76,674	3,70,68,814	1,32,34,371	91,10,895
6 a	Gross earnings per mile open per week ,,	534	132	93	227	209	303	494	552	209
7	Working expenses ... ... ,,	1,62,99,605	16,17,096	24,06,979	(k) 1,79,22,078	33,35,607	49,65,049	(e) 1,90,50,340	56,17,118	53,72,473
8	Ditto per cent. of gross earnings	35·53	80·98	81·36	63·76	44·24	44·60	51·42	42·44	58·97
9	Net earnings ... ... Rs.	2,95,79,800	3,79,834	(g) 5,72,276	1,01,86,760	42,04,076	61,91,625	1,80,09,474	76,17,253	37,38,422
10	Ditto per cent. on capital outlay	7·98	1·14	0·76	2·63	4·56	6·40	6·55	8·02	3·21
11	Ditto ditto on paid up Capital	...	0·49	0·75	...	...	...	6·63	(r) 7·93	3·22
12	Passenger train-miles ... ... No.	3,586,116	139,437	549,106	2,496,282	993,633	1,165,491	3,064,682	1,240,758	1,053,684
13	Goods train-miles ... ... ,,	4,840,668	369,777	510,336	5,250,156	1,159,959	1,501,360	5,256,819	1,075,686	1,317,213
14	Total train-miles ... ... ,,	8,426,784	509,214	1,059,442	7,746,438	2,153,592	2,666,841	8,271,501	2,316,444	2,370,897
15	Coaching earnings per passenger train-mile ... ... Rs.	4·33	2·71	2·24	3·50	3·41	3·13	2·85	3·50	3·53
16	Goods earnings per goods train-mile ... ,,	6·13	3·90	3·45	3·58	3·22	4·29	5·37	8·04	3·95
17	Gross earnings per train-mile ... ,,	5·44	3·92	2·90	3·63	3·49	4·19	4·48	5·71	3·84
18	Working expenses per train-mile ... ,,	1·93	3·17	2·36	2·31	1·54	1·87	2·30	2·43	2·26
19	Net earnings per train-mile ... ,,	3·51	0·75	0·54	1·32	1·95	2·32	2·18	3·29	1·58
20	Average number of passengers in a passenger train	276·06	193·82	145·80	233·27	227·17	190·74	169·53	225·29	314·63
21	Average number of tons in a goods train	207·45	104·73	85·14	121·96	114·06	86·33	112·74	197·47	97·94
	Average number of vehicles (excluding brake-vans)—									
22	In each passenger train ...	15·65	5·04	11·00	14·23	13·60	(m) 13·74	13·00	11·58	8·16
23	In each goods train	36·72	20·00	21·00	24·79	27·58	(m) 33·58	26·00	41·46	14·02
24	In each mixed train. { Passenger carriages	16·60	8·32	8·00	10·02	7·65	(m) 9·59	6·00	7·73	8·24
	In each mixed train. { Goods vehicles...	4·48	10·10	14·00	6·65	13·58	(m) 10·47	9·00	13·56	12·67
25	Number of passengers carried one mile	989,966,117	27,025,835	80,057,354	557,347,708	226,859,657	223,306,653	519,561,112	279,529,561	331,520,786
26	Number of tons of goods carried one mile	1,004,219,470	38,727,219	43,431,942	640,306,601	132,272,236	129,602,138	587,034,924	312,416,725	129,008,116
	Average cost of hauling for one mile—									
27	One passenger unit ... ... Pies	0·78	2·50	2·20	1·44	0·90	1·42	1·56	1·14	1·03
28	One ton of goods ... ... ,,	2·14	6·03	5·88	3·82	2·72	3·47	4·39	3·32	4·81
	Average sum received for carrying for one mile—									
29	One passenger unit ... ... Pies	2·69	2·53	2·67	2·63	2·63	2·75	2·70	2·65	1·84
30	One ton of goods ... ... ,,	5·68	7·14	7·79	5·64	5·43	9·55	9·14	7·82	7·75

(a) Excluding steamer service and suspense accounts.
(b) Includes the Patna-Gya and Tárakeshwar railways for the whole year, the Sindia railway for January and February 1889, and the Asansol-Purulia section of the Bengal-Nagpur railway from the 12th of June to the 31st of December 1889.
(c) Excludes the Sindia railway.
(d) Includes 3·06 miles of the Rajputana-Malwa railway and 23·24 miles of the Eastern Bengal State railway, worked over by the company.
(e) Excludes the Asansol-Puralia section worked by the East Indian railway, miles 55·00.
(f) Includes the Bhopal-Itársi State railway, except as regards items 2, 3, 10 and 11.
(g) This amount is made up as follows:—

	Rs.
Indian Midland railway	5,96,049
Bhopal-Itársi State railway	—23,773
	5,72,276

(h) Includes the Amritsar-Pathánkot State railway for the whole year and the Rájpura-Bhátinda railway from the 1st of January to the 12th of October 1889, except as regards items 1, 2, 3, 9 and 10 and where otherwise stated.
(i) Includes 73·25 miles of lines from Rindli to Hirok and Kotal to Quetta temporarily closed, and 9·08 miles (Miánwali branch) constructed but not opened.
(j) Includes the Amritsar-Pathánkot railway for the whole year, the Rájpura-Bhátinda railway from the 1st of January to the 12th of October 1889, and 13 miles of the East Indian railway worked over by the North Western railway.

Railways during the year ending the 31st of December 1889.

Metre Gauge.							HEADINGS.	Progressive number.
XLV—The Nizam's Guaranteed State. (c)	VII—Rajputana-Malwa.	IX—Southern Mahratta, including the Mysore section.	XVII—Tirhoot.	XXIV—Burma. (d)	XXXIII—South Indian. (g)	XXXVII—Bengal and North-Western.	LII—Bhávnagar-Gondal-Junagarh-Porbandar.	
(f) 350·67	1,671·83	1,275·03	273·00	553·00	662·44	376·00	(na) 328·99	Miles open on the 31st of December 1889. Miles	1
348·80	1,666·99	1,123·59	273·00	534·78	662·44	376·00	274·71	Mean mileage worked during the year ,,	1a
3,72,93,224	13,02,53,555	9,83,30,712	2,09,87,563	5,11,05,207	4,93,84,359	(e)2,51,94,142	(aa) 1,62,60,427	Total capital outlay ... ... Rs.	2
(u) 1,08,139	74,705	74,441	73,316	89,357	70,210	61,620	(aa) 48,151	,, ,, per mile open (d) ,,	3
7,87,582	60,16,333	21,37,010	8,16,104	26,02,195	30,63,244	8,66,875	7,01,976	Coaching earnings ... ... ,,	4
14,56,856	1,36,73,491	26,80,905	8,72,747	17,10,793	25,70,041	10,49,173	6,21,172	Goods earnings ... ... ,,	5
23,84,133	1,99,30,005	49,27,878	18,96,674	46,90,263	57,00,574	22,11,624	13,90,416	Gross earnings ... ... ,,	6
129	230	84	134	169	165	113	97	Gross earnings per mile open per week ,,	6a
(c) 15,61,620	91,32,767	37,56,065	9,18,428	31,16,711	39,96,712	11,57,860	7,80,585	Working expenses ... ... ,,	7
66·90	45·82	76·22	48·42	66·45	70·11	52·35	56·55	Ditto per cent. of gross earnings	8
7,73,513	1,07,97,218	11,71,813	9,78,246	15,73,552	17,04,162	10,53,964	5,99,831	Net earnings ... ... Rs.	9
2·15	8·29	1·19	4·66	3·08	3·42	4·18	3·69	Ditto per cent. on capital outlay	10
1·90	...	(w) 1·08	...	...	3·44	3·82	...	Ditto ditto on paid up capital	11
259,016	2,007,202	820,156	256,884	726,788	887,296	305,104	271,110	Passenger train-miles ... ... No.	12
341,106	4,296,579	1,074,771	312,954	695,190	1,160,363	447,106	202,478	Goods train-miles ... ... ,,	13
601,022	6,303,781	1,894,927	569,838	1,423,973	2,047,659	752,270	473,588	Total train-miles ... ... ,,	14
3·03	3·00	2·61	3·18	3·98	3·45	2·54	2·59	Coaching earnings per passenger train-mile ... ... Rs.	15
4·27	3·18	2·49	2·79	2·46	2·21	2·35	3·07	Goods earnings per goods train-mile ... ,,	16
3·88	3·16	2·60	3·33	3·29	2·78	2·94	2·91	Gross earnings per train-mile ... ,,	17
2·60	1·45	1·98	1·61	2·18	1·95	1·54	1·64	Working expenses per train-mile ... ,,	18
1·28	1·71	0·62	1·72	1·11	0·83	1·40	1·27	Net earnings per train-mile ... ,,	19
218·62	241·03	174·02	303·02	234·78	304·36	260·00	165·37	Average number of passengers in a passenger train	20
102·45	92·15	56·83	73·37	83·14	57·17	80·16	61·22	Average number of tons in a goods train	21
								Average number of vehicles (excluding brake-vans)—	
11·51	12·85	10·63	12·67	20·13	14·91	...	12·33	In each passenger train ...	22
16·54	23·59	21·32	35·59	39·24	15·85	27·00	27·44	In each goods train	23
7·43	11·75	15·67	13·63	11·68	12·40	14·00	9·15	In each mixed train. Passenger carriages	24
13·34	10·44	17·57	11·38	13·92	13·30	12·00	7·91	In each mixed train. Goods vehicles ...	
56,974,598	483,793,544	142,727,447	77,840,027	171,105,101	270,060,268	76,277,535	44,833,463	Number of passengers carried one mile	25
34,944,627	395,940,190	61,078,595	23,902,546	57,103,998	66,318,137	35,845,728	12,396,118	Number of tons of goods carried one mile	26
								Average cost of hauling for one mile—	
1·70	0·75	1·75	0·7	1·32	1·02	0·84	1·48	One passenger unit ... ... Pies	
5·18	3·31	7·16	3·57	5·96	6·58	3·24	5·86	One ton of goods ... ... ,,	28
								Average sum received for carrying for one mile—	
2·35	2·13	2·63	1·86	3·11	2·07	2·07	2·84	One passenger unit ... ... ,,	29
8·00	6·63	9·43	7·30	5·75	7·44	5·62	9·62	One ton of goods ... ... ,,	30

(b) Includes rent of leased lines (Rs. 1,15,413).
(l) This system consists of the Eastern Bengal State railway which is on the standard gauge, the Northern Bengal, Assam-Behar and Dacca State railways, which are on the metre gauge and the Kaunia-Dharla State railway, which is on the 2' 6" gauge.
(m) Including Bengal Central railway.
(n) Includes the Dhond-Manmád, Khámgaon and Amraoti State railways, except as regards items 2, 3, 9, 10 and 11.
(o) Includes rent of leased lines (Rs. 3,27,216) but excludes charges incurred direct by the State on the branch lines.
(p) Includes the Pátri branch, except as regards items 10 and 11.
(q) Includes the State outlay on the Pátri branch (Rs. 9,08,405). Excluding this outlay the cost per mile is Rs. 1,06,837.
(r) Deduction Rs. 28,840 for interest on overdrawn capital from the net earnings, the percentage on the paid up capital stands at 7·90.
(s) Includes the Bezvada extension except as regards items 9, 10 and 11.
(t) Of this length, 3·08 miles are worked over twice by every train.
(u) Includes discount and expenses in connection with the issue of debentures (Rs. 14,89,985) not included in item 2.
(v) Includes rent of leased line (Rs. 17,500).
(w) The capital outlay upon which this percentage is calculated includes Rs. 62,75,000 advanced by the Secretary of State and Rs. 1,65,49,079 being the Government expenditure of the Bellary-Kistna railway.
(x) Includes the Tonngoo-Mandalay extension.
(y) Includes the Pondicherry railway, except as regards items 2, 3, 10 and 11.
(z) Excludes interest on capital during construction (Rs. 10,90,014).
(aa) Excludes 3·34 miles (Bhávnagar Dock Estate 0·60 mile and Junágarh quarry lines 2·35 miles) constructed and maintained by the States themselves.

STATEMENT No. 29.

Summary of the principal commodities carried and the receipts therefrom, on all Railways during the year 1889, as compared with the year 1888 (details given in Appendix E).

Classification number.	Description of commodity.	Quantity.		Receipts.		Quantity.		Receipts.		Classification number.
		1888. (a)	1889.	1888. (a)	1889.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
I	Coal	1,821,945	2,097,426	75,39,676	85,60,926	275,481	...	10,21,250	...	I
II	Cotton, raw	452,216	628,301	81,50,715	1,15,36,538	176,085	...	33,85,823	...	II
III	Cotton, Twist and Yarn ...	59,124	66,387	10,53,228	10,91,042	7,263	...	37,814	...	III
IV	Cotton piece-goods ...	277,587	278,480	60,75,596	61,64,850	893	...	89,254	...	IV
V	Drugs and Chemicals ...	36,537	45,961	5,56,630	6,69,900	9,424	...	1,13,270	...	V
VI	Dyes and Tans	136,174	136,305	16,48,237	17,32,091	131	...	83,854	...	VI
VII	Grains	4,327,260	4,086,888	2,94,05,980	2,82,58,686	...	240,372	...	11,47,294	VII
VIII	Hides and Skins	105,017	114,772	12,95,679	15,10,235	9,755	...	2,14,556	...	VIII
IX	Horns	20,247	10,646	3,81,355	95,107	...	9,601	...	2,86,248	IX
X	Jute	544,544	559,902	45,63,225	48,41,902	15,358	...	2,76,677	...	X
XI	Lac	19,304	17,091	2,44,398	2,11,467	...	2,213	...	32,931	XI
XII	Leather, manufactured ...	8,557	10,902	2,03,418	2,37,696	2,345	...	34,278	...	XII
XIII	Liquors	60,741	63,154	8,56,348	8,65,982	2,413	...	9,634	...	XIII
XIV	Metals	352,747	368,139	45,54,400	45,12,413	15,392	...	...	41,987	XIV
XV	Oils	133,487	156,767	15,57,375	18,05,287	23,280	...	2,47,912	...	XV
XVI	Oil-seeds	1,519,977	1,452,080	1,14,76,552	1,05,11,465	...	67,897	...	9,65,087	XVI
XVII	Opium	16,448	13,224	3,89,716	3,41,567	...	3,224	...	48,149	XVII
XVIII	Paper and Paste-board ...	9,713	11,895	1,93,657	2,17,169	2,182	...	23,512	...	XVIII
XIX	Provisions	444,092	500,601	52,44,532	56,52,379	56,509	...	4,07,847	...	XIX
XX	Railway Plant and Rolling Stock.	437,240	446,280	44,57,412	27,98,457	9,040	...	...	16,58,955	XX
XXI	Salt	1,113,802	1,197,043	70,17,243	72,87,786	83,241	...	2,70,543	...	XXI
XXII	Saltpetre	69,712	65,045	5,69,327	5,39,387	...	4,667	...	29,940	XXII
XXIII	Silk, raw	2,557	3,058	56,257	67,170	501	...	10,913	...	XXIII
XXIV	Silk piece-goods	1,014	1,188	21,923	26,900	174	...	4,977	...	XXIV
XXV	Spices	76,698	81,752	11,11,081	10,95,067	5,054	...	...	16,014	XXV
XXVI	Sugar	820,970	895,405	57,76,771	60,85,186	74,435	...	3,08,415	...	XXVI
XXVII	Stone and Lime	467,295	508,532	11,20,700	13,40,560	41,237	...	2,19,860	...	XXVII
XXVIII	Tea	32,471	32,548	6,83,767	6,99,754	77	...	15,987	...	XXVIII
XXIX	Timber	430,335	528,635	17,86,317	19,37,488	98,300	...	1,51,171	...	XXIX
XXX	Tobacco	127,697	141,293	11,42,826	13,41,253	13,596	...	1,98,427	...	XXX
XXXI	Umbrellas	730	1,109	16,261	26,851	379	...	10,590	...	XXXI
XXXII	Wool	33,223	35,052	9,60,328	9,61,064	1,829	...	736	...	XXXII
XXXIII	All other articles of merchandise	1,267,023	1,139,323	85,38,262	81,35,187	...	127,700	...	4,03,075	XXXIII
	TOTAL ...	15,226,484	15,695,184	11,86,49,192	12,11,58,812	468,700	...	25,09,620	...	TOTAL.

(a) Corrected figures taken from Traffic Returns for 1889.

CHAPTER VIII.

Fares and Rates.

The table on pages 116 to 119 shows the ordinary passenger fares and goods rates on Indian railways in force on the 31st of December 1889. Particulars of the chief alterations in coaching fares and goods rates (with their equivalents in English weight and money, the latter taken at 1*s.* 6*d.* to the rupee) are given below:

Coaching Fares.

East Indian Railway.

2. The third class fare between Saháranpur and stations Moghal Sarai and below was equalized *viá* Gháziabad with that *viá* Moghal Sarai.

North Western Railway.

3. In March 1890 the Government of India authorized the adoption on the North Western railway, of 12 pies (1·125*d.*) and 6 pies (0·563*d.*) per mile for first and second class passenger fares, respectively, irrespective of distance, and the abolition of return fares; and steps are being taken to give effect to these changes. No other changes of any importance were made in coaching fares.

Oudh and Rohilkhand Railway.

4. Until the line is provided with the second class carriages now under construction, the 'Upper' and 'Lower' fares in force under the late Guaranteed Company will obtain; but as soon as these vehicles are running, the classes on this line will be assimilated with those on other lines.

The only modification made has been to adjust the fares to the Oudh and Rohilkhand railway junctions, so that the charges over the Home line will not be in excess of those over Foreign routes.

Tirhoot State Railway.

5. Ordinary return journey tickets were introduced in through-booking with the East Indian and Bengal and North-Western railways, the number of days available for return being reckoned according to the through distance travelled. On the home line, return journey ticket-holders were allowed to travel with time expired tickets on payment of the difference in price between one return and two single journey fares, provided the tickets were used within a month from the date of expiry.

Bombay, Baroda and Central India, including the Rajputana-Malwa State Railway.

6. Rates for parcels between the Bombay, Baroda and Central India and East Indian railway stations, *viá* Cawnpore, were increased, *viz.*, for parcels under 20 seers (41·146 lbs.) 1 anna (1·125*d.*); above 20 seers (41·146 lbs.) and under 1 maund (82·292 lbs.), 2 annas (2·250*d.*); and for every additional maund (82·292 lbs.) or fraction thereof 2 annas (2·250*d.*).

Some alterations were also made in the charges for dogs.

Arrangements were made with the P. & O. Company for the booking of first and second class passengers from London or elsewhere to certain principal stations on the Bombay, Baroda and Central India and the Rajputana-Malwa State railway.

Madras Railway.

7. From the 1st of July 1889 the fares for first and second class passengers were reduced in the case of the former from 18 pies (1·688*d.*) to 12 pies (1·125*d.*) per mile and in the latter from 7 pies (0·656*d.*) to 6 pies (0·563*d.*) per mile; subject to minimum charges of annas 4 (4·500*d.*) and annas 2 (2·250*d.*) respectively.

The issue of first and second class (ordinary and festival) return tickets, except in the case of through-booking with other lines, has been discontinued. Return tickets in connection with lines other than the South Indian railway are issued at a charge of two single fares over the Madras railway portion of the journey.

Darjeeling-Himalayan Railway.

8. Six-monthly return tickets have been introduced in through-booking with effect from the 1st of January 1890.

The period of ordinary return tickets between Calcutta and Darjeeling has been extended to 11 days in lieu of nine days, as heretofore.

GOODS RATES.

East Indian Railway.

9. In ordinary and special class rates the following reductions per 100 maunds (3·674 tons) were made between Cawnpore and *viâ* Jubbulpore for traffic to and from Itársi and stations beyond.

Ordinary Class—

	£ s. d.		Rs. A. P.	£ s. d.
First class Rs. 60	(4 10 0)	reduced to	36 15 8	(2 15 5$\frac{3}{8}$)
Second „ „ 91	(6 16 6)	„	57 4 8	(4 5 11$\frac{1}{4}$)
Third „ „ 121	(9 1 6)	„	60 15 0	(4 11 4$\frac{1}{8}$)
Fourth „ „ 151	(11 6 6)	„	63 8 8	(4 15 3$\frac{3}{4}$)
Fifth „ „ 181	(13 11 6)	„	54 11 0	(4 2 0$\frac{3}{8}$)

Special Class—

Grain and seeds for Bombay Rs. 39 (£2-18-6) reduced to Rs. 20-5-0 (£1-10-5$\frac{3}{8}$), and for other stations Rs. 39 (£2-18-6) reduced to rates varying from Rs. 21-5-8 to Rs. 24-7-8 (£1-12-0$\frac{3}{8}$) to (£1-16-8$\frac{3}{8}$).

The rates for the carriage of wheat and seeds from Sihora Road, Katni and Sutna to Howrah were reduced per 100 maunds (3·674 tons) from Rs. 44 (£3-6-0), Rs. 50 (£3-15-0) and Rs. 53 (£3-19-6) to Rs. 42 (£3-3-0), Rs. 45 (£3-7-6) and Rs. 51 (£3-16-6), respectively.

The Oudh and Rohilkhand railway having withdrawn their low competitive rates for Khewra rock salt between Saháranpur and Moghal Sarai, the charges over the East Indian railway *viâ* Gházíabad were adjusted to some extent. An agreement was also come to with the Oudh and Rohilkhand railway as regards rates and apportionment between the two railways, for cotton from Saháranpur and Chandausi to Howrah.

On and from the 1st of November 1889 a minimum mileage charge, being an additional charge of Rs. 1-8-0 per 100 maunds (7·349*d.* per ton), over and above tariff rates, for all descriptions of goods including special and mineral classes, has been levied on goods booked from or to and *viâ* all junctions with Foreign lines when carried over the East Indian railway for distances under 75 miles.

Bengal-Nágpur Railway.

10. From the 1st of August 1889 the East Indian railway classification and rates were adopted on this railway with a few exceptions.

The rates for cotton and wool were so complicated that their simplification was considered necessary, and the rates were altered in local booking from the 1st of November and in through-booking from the 1st of December 1889.

From the 1st of December the special rate for grain and seeds between Nágpur and Kamptee was altered from 8 and 7 pies per maund (20·415*d.* and 17·863*d.* per ton) in local and in through-booking respectively, to 4 pies per maund (10·207*d.* per ton) in both.

North Western Railway.

11. Several minor alterations were made in the rates for the carriage of goods in order to assimilate with the East Indian railway. Among other alterations the following were important:

Carriage of goods over the Sind-Pishin section.—The charges for the carriage of goods over the Sind-Pishin section beyond Sibi in cases where the existing rates could not properly be applied were fixed as follows:—

I.—Double the ordinary rates for articles chargeable at a mileage rate per vehicle for which the actual weight is not required to be known, and is not therefore ascertained.

II.—Ghât charges to be applied to articles chargeable on a minimum weight.

III.—Ghât charges to be made on actual weight subject to a minimum of 20 maunds (0·735 ton) for dangerous goods, which are carried subject to the minimum charge as for 20 maunds (0·735 ton) for the public, and as for ½ carrying capacity of wagon used for the Engineering Department.

Fuel.—The rate for the carriage of fuel to stations beyond Sibi was reduced from ¼ to ⅛ pie per maund (0·638*d.* to 0·425*d.* per ton) per mile.

Coal.—The following revised rates have been adopted; the charges in through-booking being calculated on the whole distance travelled as if over a single railway, $\frac{1}{3}$ pie per maund (0·851*d.* per ton) per mile for distances below 100 miles, $\frac{1}{4}$ pie per maund (0·638*d.* per ton) per mile for 100 and below 300 miles, $\frac{1}{6}$ pie per maund (0·425*d.* per ton) per mile for 300 and below 600 miles, $\frac{1}{7}$ pie per maund (0·365*d.* per ton) per mile for 600 miles and above.

Elephants.—A rate of 6 annas (6·750*d.*) per truck per mile and a demurrage charge of Rs. 4 (6*s.*) per diem was published for the first time, subject to the proviso that if the railway was required to specially prepare trucks, the actual cost of fitting them up would also be charged in addition to the mileage rate.

Oudh and Rohilkhand Railway.

12. The ordinary classification of goods rates in force on State railways have been introduced in lieu of the 'High' and 'Low' classification adopted by the late Guaranteed Company.

Equal rates between competing junctions have in many cases been introduced, but there are still several important rate questions under discussion with Foreign lines.

All unremunerative competitive rates, and all block rates *viâ* Cawnpore, have been withdrawn.

Class rates have been assimilated with those of the East Indian railway except as regards special commodities, for these latter a system of differential rates has been introduced.

A through rate of $\frac{1}{8}$ of a pie per maund (0·319*d.* per ton) per mile has been introduced for grain and seeds from certain stations to Howrah *viâ* Moghal Sarai.

All rates to Oudh and Rohilkhand railway junctions have been adjusted so that the charges over the home railway shall not be in excess of those by Foreign routes.

A terminal equal to about 3 pies per maund (7·656*d.* per ton) on traffic carried over short leads has been introduced.

Tirhoot State Railway.

13. The reduced rate of 17 pies per 100 maunds (0·434*d.* per ton) per mile for salt booked through from Howrah and carried over 50 miles on this line *viâ* Mokameh Ghât was withdrawn, and a 20 pies (0·510*d.* per ton) rate introduced; this has not only largely increased the earnings, but the quantity carried has also increased.

The rate for edible grains and pulses of all kinds, and seeds except Indigo seed, when tendered in quantities of not less than 140 maunds (5·143 tons.), and carried 70 miles or more over the Home line was raised from 20 to 25 pies per hundred maunds (0·510*d.* to 0·638*d.* per ton) with beneficial results.

Reduced monsoon rates were introduced with considerable modifications, in as much as they only applied to Bettiah, Durbhunga and Haiya Ghât stations, this modification resulted in increased earnings during the monsoon.

Eastern Bengal State Railway.

14. The changes made consisted mainly of the usual alterations in jute rates which vary with the season, and in the assimilation of the charges for grains and seeds and other staples in through-booking with those in force on the East Indian railway.

Burma State Railway.

15. The rates for timber were slightly reduced per mile when carried in 5 ton wagons over distances ranging between 100 and 200 miles with a further reduction for distances above 200 miles.

Great Indian Peninsula Railway.

16. There were several alterations in the rates for through traffic over the Southern Mahratta and Indian Midland railways.

Bombay, Baroda and Central India, including the Rajputana-Malwa State Railway.

17. The toll of 2 pies per maund (5·104*d.* per ton) in traffic booked from the Carnac Bandar to Cawnpore and *viâ* Cawnpore, Agra and Háthras road was abolished.

Bengal and North-Western Railway.

18. The agreement referred to in last year's report as having been come to with the East Indian and Oudh and Rohilkhand railways regarding the rate for salt has not yet been brought into force, the question being still under consideration.

Table showing Ordinary Passenger Fares and Goods Rates

Serial number.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS			
						SPECIAL CLASS PER TON PER MILE.		1ST CLASS.	
		1st class.	2nd class.	3rd or Intermediate class.	Lowest class (3rd or 4th).	Food grains.	Coal.	Per ton per mile.	Per maund per mile.
	State Lines worked by Companies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
I	EAST INDIAN	18·00	9·00	4·50	2·50	(*a*)	(*b*)	8·98	0·33
II	PATNA-GYA	Worked by the East Indian railway.				...	...	...	...
III	BAREILLY-PILIBHIT ...	18·00	...	4·50	2·00	6·80	5·44	5·44	0·20
IV	BENGAL-NAGPUR	18·00	8·00	3·00	2·50	(*c*) 8·98 (*d*) 10·07 (*e*) 11·16	(*f*) 5·99 (*g*) 8·98	(*f*) 10·07 (*g*) 8·98	(*f*) 0·37 (*g*) 0·33
V	INDIAN MIDLAND	12·00	6·00	...	(*h*)	8·98 to 2·72	8·98 to 2·72	8·98	0·33
VI	BHOPAL-ITÁRSI (BRITISH SECTION.)	Worked by the Indian Midland railway.				...	...	...	...
VII	RAJPUTANA-MALWA ...	15·00	8·00	3·00	2·00 to 2·25	(*i*)	(*i*)	9·53	0·35
VIII	DROND-MANMÁD	Worked by the Great Indian Peninsula railway.				...	...	...	...
IX	SOUTHERN MAHRATTA ...	18·00	9·00	...	2·50	6·81	6·81	9·25	0·34
X	SOUTHERN MAHRATTA, MYSORE SECTION.								
XI	BEZVÁDA EXTENSION ...	Worked by the Nizam's Guaranteed State railway.				...	...	...	...
XII	VILLUPURAM-GUNTAKAL ...	12·00	4·00	...	2·00	...	...	(*j*) 8·98	(*j*) 0·33
	State Lines worked by the State.								
XIII	NORTH WESTERN	12·00 and 15·00	6·00 and 8·00	3·00, 3·50 and 4·00	2·00, 2·25 and 2·50	3·40, 4·54 5·44 & 6·80	2·72, 4·54, and 5·44	8·98	0·33
XIV	AMRITSAR-PATHÁNKOT ...	Worked by the North Western railway.				...	...	...	...
XV	OUDH AND ROHILKHAND ...	...	(*m*) 9·00	4·00	2·50	4·62, 5·44 & 6·80	4·62, 5·44 & 6·80	8·98	0·33
XVI	LUCKNOW-SITAPUR-SIHRÁMAU ...	...	(*m*) 9·00	4·00	2·00	4·54, 5·44 & 6·80	4·54, 5·44 & 6·80	8·98	0·33
XVII	TIRHOOT	18·00	9·00	4·50	1·75	(*n*) 6·81 (*o*) 7·62	(*p*) 5·44 (*q*) 6·81	8·98	0·33
XVIII	EASTERN BENGAL	18·00 (*r*) 12·00	9·00 (*r*) 6·00	4·00	2·50	5·99	5·44	8·98	0·33
XIX	BENGAL CENTRAL	12·00	6·00	4·50	3·00 (*s*) 2·50	4·08	4·08	8·98	0·33
XX	NALHÁTI	18·00	6·00	...	3·00	(*u*) 7·89 (*v*) 8·98	11·43	11·98	0·44
XXI	WARDHA COAL	18·00	9·00	4·00	2·00	8·17	4·52	10·07	0·37
XXII	CHERRA-COMPANYGANJ ...	(*m*) 27·00	...	...	(*w*) 3·00	(*x*) 17·69 (*y*) 13·34	14·43	65·33	2·40
XXIII	JORHÁT	24·00	...	...	4·00	27·22	(*z*)	27·22	1·00
XXIV	BURMA	15·00	6·00	...	3·00	7·89	7·89	12·25	0·45
XXV	TOUNGOO-MANDALAY ...								

(*a*) All Stations except Howrah :
For first 100 miles ... ... 9·07 pies per ton per mile.
" extra distances over 100 up to 450 miles ... ... 4·63 " "
" extra distances above 450 miles ... ... 3·27 " "

(*b*) For distances under 100 miles ... ... 9·07 pies per ton per mile.
" " of and over 100 and under 300 miles ... ... 6·81 " "
" " " 300 " 600 " ... ... 4·54 " "
" " over 600 miles ... ... 3·89 " "
" coal for State railways ... ... 2·72 " "

(*c*) For any distance over 100 miles in consignments not less than 390 maunds or 10·65 tons.
(*d*) For " " not exceeding " " " "
(*e*) For consignments less than 390 maunds or 10·65 tons irrespective of distance.
(*f*) These rates were in force from the 1st of January to the 31st of July 1889.
(*g*) These rates were in force from the 1st of August to the 31st of December 1889.
(*h*) First 100 miles, 2·67.
Next " " 2·50.
" 300 " 2·23.
Above 400 " 2·00.

in pies on Indian railways on the 31st of December 1889.

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		RAILWAY.	Serial number.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	**State Lines worked by Companies.**	
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	EAST INDIAN	I
...	...	...	...	...	...	...	...	PATNA-GYA	II
6·80	0·25	8·98	·33	13·61	0·50	27·22	1·00	BAREILLY-PILIBHIT ...	III
(*f*) 14·15	(*f*) 0·52	(*f*) 24·23	(*f*) 0·89	(*f*) 34·03	(*f*) 1·25	(*f*) 48·18	(*f*) 1·77	BENGAL-NÁGPUR	IV
(*g*) 13·61	(*g*) 0·50	(*g*) 18·24	(*g*) 0·67	(*g*) 22·59	(*g*) 0·83	(*g*) 27·22	(*g*) 1·00		
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	INDIAN MIDLAND	V
...	...	...	...	...	...	...	...	BHOPAL-ITÁRSI (BRITISH SECTION).	VI
14·29	0·53	19·05	0·70	23·14	0·85	27·22	1·00	RAJPUTANA-MALWA ...	VII
...	...	...	...	...	...	...	...	DHOND-MANMÁD	VIII
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	SOUTHERN MAHRATTA ...	IX.
								SOUTHERN MAHRATTA, MYSORE SECTION.	X
...	...	...	...	...	...	...	...	BEZVÁDA EXTENSION ...	XI
(*k*) 13·61	(*k*) 0·50	(*l*) 54·44	(*l*) 2·00	...	...	...	...	VILLUPURAM-GUNTAKAL ...	XII
								State Lines worked by the State.	
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	NORTH WESTERN	XIII
...	...	...	...	...	...	...	...	AMRITSAR-PATHÁNKOT ...	XIV
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	OUDH AND ROHILKHAND ...	XV
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	LUCKNOW-SITAPUR-SIHRÁMAU ...	XVI
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	TIRHOOT	XVII
18·24	0·67	27·22	1·00	...	...	...	...	EASTERN BENGAL	XVIII
(*t*) 3·81	(*t*) 0·14	(*t*) 4·63	(*t*) 0·17	(*t*) 5·44	(*t*) 0·20	(*t*) 6·80	(*t*) 0·25	BENGAL CENTRAL	XIX
17·96	0·66	23·95	0·88	35·93	1·32	71·86	2·64	NALHÁTI	XX
14·15	0·52	24·23	0·89	34·03	1·25	48·18	1·77	WARDHA COAL	XXI
108·88	4·00	130·66	4·80	...	...	...	...	CHERRA-COMPANYGANJ ...	XXII
54·44	2·00	81 66	3·00	...	...	...	...	JORHÁT	XXIII
15·24	0·56	19·87	0·73	...	...	...	...	BUHMA	XXIV
								TOUNGOO-MANDALAY ...	XXV

(*i*) 9·53 pies per ton per mile for distances from 1 to 100 miles
6·81 " " " " " " 101 to 200 "
4·08 " " " " " " 201 to 400 "
2·72 " " " " " " over 400 "
} When in consignments of 160 maunds or 5·88 tons and over.

(*f*) On the excepted list. In truck loads of 162 maunds, or 5·95 tons, 3 annas per mile and of 270 maunds or 9·92 tons, 5 annas per mile.
(*k*) Excepted goods.
(*l*) Combustibles.
(*m*) Upper class.
(*n*) For distances of and over 70 miles.
(*o*) For distances less than " "
(*p*) In bulk.
(*q*) In bags.
(*r*) Between Calcutta and Kánchrápara.
(*s*) Between Dum-Dum and Dattapukur.
(*t*) Special class rates A to D.
(*u*) In through booking only, when consignments are not less than 220 maunds or 8·08 tons.
(*v*) " " " " " less than " " " " " " but over 50 maunds or 1·84 tons.
(*w*) Lower class.
(*x*) Rate for carriage of Limestone on Komra siding.
(*y*) Do. do. do. on Don Roy's siding.
(*z*) The rates fluctuate between 13·61 and 27·22 pies per ton per mile, different rates being fixed for each station.

Table showing Ordinary Passenger Fares and Goods Rates

Serial number.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS			
		1st class.	2nd class.	3rd or Intermediate class.	Lowest class (3rd, or 4th).	SPECIAL CLASS PER TON PER MILE.		1ST CLASS.	
						Food grains.	Coal.	Per ton per mile.	Per maund per mile.
	Lines worked by Guaranteed Companies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
XXX	GREAT INDIAN PENINSULA ...	12·00	6·00	...	(a) 3·00 (b) 2·50	5·00 to 8·00	5·00	(c) 10·00 (d) 9·50 (e) 9·00	(c) 0·37 (d) 0·35 (e) 0·33
XXXI	BOMBAY, BARODA AND CENTRAL INDIA. (f)	12·00	6·00	3·00	2·25 to 2·50	(g) 2·72 to 9·53	(g) 2·72 to 9·53	10·89	0·40
XXXII	MADRAS	12·00	6·00	...	1·50 and 2·00	4·53 to 6·80 & 8·53	5·00 to 6·00 & 8·00	10·00	0·37
XXXIII	SOUTH INDIAN	12·00	4·00	...	2·00	(h) 8·98	(h) 8·98	(h) 8·98	(h) 0·33
	Assisted Companies.								
XXXIV	TÁRAKESHWAR	12·00	6·00	4·50	3·00	(k)	(k)	(k)	(k)
XXXV	DEOGHUR	24·00	...	...	6·00	...	...	...	...
XXXVI	DARJEELING-HIMALAYAN ...	72·00	36·00	...	15·00	63·97	38·38	81·66	3·00
XXXVII	BENGAL AND NORTH-WESTERN...	15·00	9·00	4·00	2·00	3·40 to 6·81	5·44 to 8·98	8·98	0·33
XXXVIII	ROHILKHAND-KUMAUN ...	35·00	...	15·00	3·11	6·80	5·44	8·98	0·33
XXXIX	DIBRU-SADIYA.	18·00	9·00	...	4·00	...	(l) 8·00	27·22	1·00
XL	THATÔN-DUYINZÁIK ...	24·00	12·00	...	6·00	41·03	...	(m) 54·98	(m) 2·02
	Native States Lines worked by Companies.								
XLII	KHÁMGAON	Worked by the Great Indian Peninsula railway					...	...	...
XLIII	AMRÁOTI								
XLIV	BHOPAL-ITÁRSI (NATIVE STATES SECTION).	Worked by the Indian Midland railway				...	...	...	...
XLV	THE NIZAM'S GUARANTEED STATE	18·00	6·00	(a) 2·50	(b) 2·00	(n) 7·00 (o) 5·00 to 6·00	5·00	10·00	0·37
XLVI	THE GAEKWAR'S DABHOI ...	...	(p) 7·00	...	(q) 3·00	2·72 (g) 9·53	2·72 (g) 9·53	10·89	0·40
XLVII	THE GAEKWAR'S MEHSÁNA ...	....	8·00	...	2·25	(r) 6·81	(r) 9·53	9·53	0·35
	Native States Lines worked by the State.								
XLIX	RÁJPURA-BHÁTINDA ...	12·00 & 15·00	6·00 & 8·00	4·00 & 3·00	2·50 & 2·00 3·50 2·25	3·54 to 6·81	2·72, 4·63 and 5·44	8·98	0·33
	Native States Lines.								
L	JODHPORE	18·00	6·00	...	2·00	(r) 10·89	(r) 10·89	21·78	0·80
LII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	12·00	6·00	...	(q) 2·75	7·00	6·00 & 8·00	10·88	0·40
LIII	MORVI	...	(r) 9·00	...	3·33	...	...	10·89	0·40
	Foreign Lines.								
LV	WEST OF INDIA PORTUGUESE ...	12·00	6·00	...	2·50	8·00	5·13	10·00	0·36
LVI	PONDICHERRY	Worked by the South Indian railway				...	...	...	...

(a) By mail trains.
(b) By trains other than mail.
(c) For distances from 1 to 400 miles.
(d) " " at 401 to 600 "
(e) " " above 600 "
(f) Includes the Pátri branch.
(g) 9·53 pies per ton per mile for distances from 1 to 100 miles.
6·81 " " " " " " 101 to 200 "
4·08 " " " " " " 201 to 400 "
2·72 " " " " " " over 400 "
When in consignments of 160 maunds or 5·88 tons and over.
(h) On the excepted list, in truck loads of 163 maunds or 5·95 tons, three annas per mile and of 270 maunds or 9·92 tons, five annas per mile.

in pies on Indian railways on the 31st of December 1889—concld.

RATES.									
2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		RAILWAY.	Serial number.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Lines worked by Guaranteed Companies.	
(*c*) 14·00 (*d*) 14·00 (*e*) 13·50	(*c*) 0·51 (*d*) 0·51 (*e*) 0·50	(*c*) 23·00 (*d*) 22·00 (*e*) 20·00	(*c*) 0·87 (*d*) 0·81 (*e*) 0·73	(*c*) 34·00 (*d*) 28·00 (*e*) 25·00	(*c*) 1·25 (*d*) 1·03 (*e*) 0·92	(*c*) 48·00 (*d*) 42·00 (*e*) 34·00	(*c*) 1·76 (*d*) 1·54 (*e*) 1·25	GREAT INDIAN PENINSULA ...	XXX
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	BOMBAY, BARODA AND CENTRAL INDIA. (*f*)	XXXI
13·61	0·50	18·00	0·66	24·00	0·88	36·00	1·32	MADRAS	XXXII
(*i*) 13·61	(*i*) 0·50	(*j*) 54·44	(*j*) 2·00	...	...	...	...	SOUTH INDIAN	XXXIII
								Assisted Companies.	
(*k*)	(*k*)	(*k*)	(*k*)	(*k*)	(*k*)	(*k*)	(*k*)	TÁRAKESHWAR	XXXIV
...	...	...	...	...	...	...	...	DEOGHUR	XXXV
108·88	4·00	136·10	5·00	...	...	...	...	DARJEELING-HIMALAYAN ...	XXXVI
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	BENGAL AND NORTH-WESTERN ...	XXXVII
12·52	0·46	18·78	0·69	28·04	1·03	54·44	2·00	ROHILKHAND-KUMAUN ...	XXXVIII
54·44	2·00	81·66	3·00	...	...	...	...	DIBRU-SADIYA	XXXIX
...	...	...	...	...	...	...	...	THATÔN-DUYINZÁIK ...	XL
								Native States Lines worked by Companies.	
...	...	...	...	...	...	...	...	KHÁMGAON	XLII
								AMRÁOTI	XLIII
...	...	...	...	...	...	...	...	BHOPAL-ITÁRSI (NATIVE STATES SECTION).	XLIV
14·00	0·51	24·00	0·88	34·00	1·25	48·00	1·76	THE NIZAM'S GUARANTEED STATE	XLV
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	THE GAEKWAR'S DABHOI ...	XLVI
14·29	0·53	19·05	0·70	23·14	0·85	27·22	1·00	THE GAEKWAR'S MEHSÁNA ...	XLVII
								Native States Lines worked by the State.	
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	RÁJPURA-BHÁTINDA ...	XLIX
								Native States Lines.	
27·22	1·00	29·94	1·10	34·02	1·25	38·11	1·40	JODHPORE	LI
16·33	0·60	21·77	0·80	27·22	1·00	32·66	1·20	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	LII
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	MORVI	LIII
								Foreign Lines.	
14·00	0·51	23·80	0·87	34·00	1·25	48·00	1·76	WEST OF INDIA PORTUGUESE ...	LV
...	...	...	...	...	...	...	...	PONDICHERRY	LVI

(*i*) Excepted goods.
(*j*) Combustibles.
(*k*) Worked by the East Indian railway. The goods rates are the same as on that line.
(*l*) Special rates on coal, Dehing bridge to Steamer Ghát Rs. 2 per ton. Steamer Ghát and Dibrugarh to Bor Hanjan Re. 0-3-6 and Re. 0-4-0 per maund or Rs. 5-15-3 and Rs. 6-2-11 per ton, respectively.
(*m*) This is the rate for the carriage of "Other merchandize."
(*n*) Local.
(*o*) Through-booking.
(*p*) Upper Class.
(*q*) Lower class.
This rate applies to consignments of 160 maunds or 5·88 tons and over.

CHAPTER IX.

Fuel Consumption.

The consumption of fuel on the Indian railways during 1889 compares as follows with the consumption during 1888:

STATEMENT No. 31.

Years.	Coal.		Coke.	Patent fuel.	Wood.
	English.	Country.			
	Tons.	Tons.	Tons.	Tons.	Tons.
1888	237,377	539,309	12,461	27,885	322,236
1889	224,776	582,147	13,093	24,560	331,617

2. Particulars regarding the source and description of fuel in use on the principal lines, its average cost per ton, and the consumption per train-mile and per thousand gross ton-miles are given in the following table:

Serial number.	Railway.	Gauge.	Source and description of fuel.	Total quantity consumed.	Average cost per ton.	Per train-mile.		Consumption per 1,000 gross ton-miles during the first half of 1889.
						Consumption.	Cost.	
				Tons.	Rs.	lbs.	As.	lbs.
	State Lines worked by Companies.							
I	East Indian	Standard.	Bengal coal	195,549	1·95	51·98	0·73	134·17
IV	Bengal-Nágpur	"	English, Bengal, Warora and Umaria coal, but principally Warora coal.	15,723	9·48	69·17	4·68	243·28
V	Indian Midland	"	Bengal and Umaria coal and wood; a very small percentage of wood ...	22,852	14·48	48·32	5·00	182·84
VII	Rajputana-Malwa	Metre.	English and Bengal coal and wood; a very small percentage of wood ...	85,154	21·32	30·15	4·59	155·24
IX	Southern Mahratta							
X	Southern Mahratta, Mysore Section.	"	English and Singareni coal and wood, but principally wood	(a) 74,739	6·14	(a) 88·35	3·67	(a) 557·57
	State Lines worked by the State.							
XIII	North Western	Standard.	English, Bengal, Khost and Dandot coal, also patent fuel and wood ...	165,707	12·92	47·49	4·38	143·92
XV	Oudh and Rohilkhand	"	Bengal coal	41,253	8·96	42·81	2·74	144·08
XVII	Tirhoot	Metre.	Bengal coal	8,421	6·47	33·10	1·53	183·69
XVIII	Eastern Bengal	Standard. Metre. 2' 6"	Bengal coal	56,556	5·04	42·65	1·54	201·27
XXIV	Burma	Metre.	English coal, patent fuel and wood, but principally patent fuel ...	15,225	24·47	23·94	4·18	114·41
XXV	Toungoo-Mandalay							
	Lines worked by Guaranteed Companies.							
XXX	Great Indian Peninsula	Standard.	English, Warora, Umaria, Mohpani and Singareni coal and wood, but principally English coal	190,386	12·63	51·56	4·65	180·76
XXXI	Bombay, Baroda and Central India	"	English coal and wood; a very small percentage of the latter ...	41,740	18·12	40·36	5·22	112·89
XXXII	Madras	"	English and Singareni coal, wood and patent fuel, but principally wood ...	(a) 115,307	5·52	(a) 108·94	4·29	(a) 391·51
XXXIII	South Indian	Metre.	English and Australian coal, but principally the former	27,925	16·93	30·55	3·69	182·12
	Assisted Companies.							
XXXVII	Bengal and North-Western ...	"	Bengal coal	9,654	11·46	28·75	2·35	139·67
	Native States Lines worked by Companies.							
XLV	The Nizam's Guaranteed State ...	Standard.	Singareni coal and wood, but principally the former	(b) 17,656	(c) 6·51	(c) 65·80	(c) 3·06	(d) 212·21
	Native States Lines.							
LII	Bhávnagar-Gondal-Junágarh-Porbandar.	Metre.	Cardiff and West Hartley coal and wood; a very small percentage of wood	4,578	29·73	21·65	4·60	155·61

(a) In terms of wood.
(b) Eleven months' consumption.
(c) Based on eleven months' consumption.
(d) Based on five months' consumption.

CHAPTER X.

Persons employed.

Numbers employed.

On pages 122 to 125 detailed information is given regarding the number of persons of all races employed on open lines. This may be summarised thus—

Year ending.	Number of Employés.				Number of miles open.	Number of Stations.
	Europeans.	East Indians.	Natives.	Total.		
31st of December 1888 ...	4,674	5,604	233,307	243,585	14,462½	2,096
31st of December 1889 ...	4,769	5,525	227,923	238,217	15,761½ (a)	2,250

It will be seen that Natives form 95·68 per cent. of the entire body of servants. Under the head of Europeans there was an increase of 2·03 per cent., under East Indians a decrease of 1·41 per cent., and under Natives a decrease of 2·31 per cent. The large decrease under Natives was due to a decrease in the number employed on the East Indian and Bengal-Nágpur railways. The number employed on the East Indian railway was low at the time the last statistics were submitted. On the Bengal-Nágpur railway the decrease is attributed to the conversion of the metre gauge portion of the line having been completed; a large number of Natives were entertained for this work during 1888.

Casualties.

2. The percentage of casualties amongst Europeans and East Indians from various causes is given below for the years ending the 31st of December 1888 and the 31st of December 1889:

	1888.		1889.	
	Europeans.	East Indians.	Europeans.	East Indians.
Death	2·06	1·22	2·11	0·78
Resignation and discharge	14·84	15·11	14·15	17·00
Dismissal	3·78	5·42	3·37	4·85
Total ...	20·68	21·75	19·63	22·63

(a) Excludes the Deoghur railway (4¼ miles) and the West of India Portuguese railway (51 miles).

STATEMENT

Numerical return of servants of all races employed on

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAY-MASTER'S, STORES, MEDICAL, BARRACK, PRINTING, STATIONERY AND POLICE ESTABLISHMENTS.				TRAFFIC AND TELEGRAPH DEPARTMENTS.				ENGINEERS' DEPARTMENT.			
		Europeans.	East Indians.	Natives.	TOTAL.	Europeans.	East Indians.	Natives.	TOTAL.	Europeans.	East Indians.	Natives.	TOTAL.
	State Lines worked by Companies.												
I	EAST INDIAN (*a*)	82	34	2,531	2,647	385	213	10,740	11,338	76	44	14,487	14,607
II	PATNA-GYA	Included with the East Indian railway											
III	BAREILLY-PILIBHIT	Included with the Rohilkhand-Kumaun railway											
IV	BENGAL-NÁGPUR	16	44	366	426	32	32	483	547	92	144	577	813
V	INDIAN MIDLAND (*b*)	21	22	324	367	64	26	948	1,008	34	11	6,728	6,773
VI	BHOPAL-ITÁRSI (BRITISH SECTION) ...	Included with the Indian Midland railway											
VII	RAJPUTANA-MALWA (*c*) ...	28	27	1,398	1,448	117	158	3,955	4,230	31	22	7,041	7,094
VIII	DHOND-MANMÁD	Included with the Great Indian Peninsula railway											
IX	SOUTHERN MAHRATTA (*d*) ...	19	48	1,004	1,071	46	172	2,275	2,493	28	51	4,482	4,561
X	SOUTHERN MAHRATTA, MYSORE SECTION.	Included with the Southern Mahratta railway											
XI	BEZVÁDA EXTENSION	Included with the Nizam's Guaranteed State railway											
XII	VILLUPURAM-GUNTAKAL ...	Included with the South Indian railway											
	State Lines worked by the State.												
XIII	NORTH WESTERN (*e*)	32	23	1,472	1,527	237	206	7,256	7,699	101	32	15,643	15,776
XIV	AMRITSAR-PATHÁNKOT ...	Included with the North Western railway											
XV	OUDH AND ROHILKHAND ...	15	32	546	593	57	51	2,480	2,588	10	20	4,570	4,600
XVI	LUCKNOW-SITAPUR-SIHRÁMAU ...	...	...	...	...	2	2	182	186	...	...	...	...
XVII	TIRHOOT	2	...	290	292	14	36	1,160	1,210	7	...	1,045	1,052
XVIII	EASTERN BENGAL (*f*)	17	12	838	867	82	127	3,407	3,616	27	15	5,314	5,356
XIX	BENGAL CENTRAL	2	...	17	(*g*) 19	Included with the Eastern Bengal railway.					2	560	562
XX	NALHÁTI	...	...	13	13	...	...	27	27	...	...	65	65
XXI	WARDHA COAL	3	3	65	71	1	6	75	82	...	...	182	182
XXII	CHERRA-COMPANYGANJ	...	...	4	4	1	...	17	18	...	...	13	13
XXIII	JORHÁT	2	...	22	24	1	...	90	91	...	...	64	64
XXIV	BURMA (*i*)	17	35	183	(*j*) 235	4	70	107	181	23	31	3,763	3,817
XXV	TOUNGOO-MANDALAY	Included with the Burma State railway											
	Lines worked by Guaranteed Companies.												
XXX	GREAT INDIAN PENINSULA (*k*) ...	43	33	1,254	1,335	364	217	6,749	7,330	76	29	16,446	16,551
XXXI	BOMBAY, BARODA AND CENTRAL INDIA (*l*)	25	50	921	996	16	20	2,586	2,622	20	...	3,137	3,157
XXXII	MADRAS	18	50	830	898	88	473	3,124	3,685	27	106	4,722	4,855
XXXIII	SOUTH INDIAN (*m*)	10	21	355	386	13	79	2,377	2,469	13	47	3,675	3,740
	CARRIED OVER ...	347	439	12,433	13,219	1,494	1,888	48,038	51,420	570	554	92,514	93,638

(*a*) Includes the Patna-Gya and Tárakeshwar railways, and the Asansol-Purulia section of the Bengal-Nágpur railway.
(*b*) Includes the Bhopal-Itársi State railway.
(*c*) Includes the Gaekwar's Mehsána railway.
(*d*) Includes the Southern Mahratta railway, Mysore section.
(*e*) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State railways.
(*f*) Includes the figures for the Bengal Central railway (excluding Agency and the Engineers' department).
(*g*) This represents Agency and the Stores department.

the open lines of railway in India on the 31st of December 1889.

Locomotive and carriage and wagon departments, including steam-boat establishments.				Total.				Number of miles open.	Number of stations.	Railway.	Serial No.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.				
										State Lines worked by Companies.	
429	257	10,500	11,186	972	548	38,258	39,778	1,659·87	196	East Indian (*a*)	I
...	...	...	...	...	...	...	...	...	...	Patna-Gya	II
...	...	...	...	...	...	...	...	...	...	Bareilly-Pilibhit	III
38	97	1,516	1,651	178	317	2,942	3,437	293·18	36	Bengal-Nágpur	IV
78	78	1,226	1,382	167	137	9,226	9,530	734·46	66	Indian Midland (*b*)	V
...	...	...	...	...	...	...	...	....	...	Bhopal-Itársi (British section) ...	VI
231	264	5,518	6,013	402	471	17,912	18,785	1,699·56	236	Rajputana-Malwa (*c*) ...	VII
...	...	...	...	...	...	...	...	...	...	Dhond-Manmád	VIII
86	193	2,235	2,514	179	464	9,996	10,639	1,275·03	167	Southern Mahratta (*d*) ...	IX
...	...	...	...	...	...	...	...	...	...	Southern Mahratta, Mysore section.	X
...	...	...	...	...	...	...	...	...	...	Bezváda Extension	XI
...	...	...	...	...	...	...	...	...	...	Villupuram-Guntakal ...	XII
										State Lines worked by the State.	
446	185	12,810	13,441	816	446	37,181	38,443	2,467·71	326	North Western (*e*)	XIII
...	...	...	...	...	...	...	...	...	...	Amritsar-Pathánkot	XIV
63	17	3,170	3,250	145	120	10,706	11,031	692·55	102	Oudh and Rohilkhand ...	XV
1	1	138	140	3	3	320	326	104·59	16	Lucknow-Sitapur-Sihrámau ...	XVI
14	24	827	865	37	60	3,322	3,419	273·00	49	Tirhoot	XVII
122	58	4,370	4,550	248	212	13,929	14,389	871·41	174	Eastern Bengal (*f*)	XVIII
Included with the Eastern Bengal railway.				2	2	577	581	125·01	25	Bengal Central	XIX
...	2	33	35	...	2	138	140	27·25	7	Nalháti	XX
(*h*)9	(*h*)14	(*h*)676	(*h*)699	13	23	998	1,034	45·60	4	Wardha Coal	XXI
...	1	13	14	1	1	47	49	7·50	3	Cherra Company Ganj	XXII
1	...	29	30	4	...	205	209	30·80	6	Jorhát	XXIII
49	71	1,320	1,440	93	207	5,378	5,678	553·00	87	Burma (*i*)	XXIV
...	...	...	...	...	...	...	...	...	...	Toungoo-Mandalay	XXV
										Lines worked by Guaranteed Companies.	
402	293	9,845	10,540	885	577	34,294	35,756	1,446·74	202	Great Indian Peninsula (*k*) ...	XXX
35	40	2,456	2,581	146	110	9,100	9,356	460·90	84	Bombay, Baroda and Central India (*l*)	XXXI
35	462	3,807	4,354	218	1,091	12,483	13,792	839·30	128	Madras	XXXII
44	346	3,202	3,592	85	493	9,609	10,187	745·38	115	South Indian (*m*)	XXXIII
2,183	2,403	63,691	68,277	4,594	5,284	216,676	226,554	(*n*) 14,227·23	(*n*) 2,004	Carried over.	

(*h*) Includes the Colliery establishment.
(*i*) Includes the Toungoo-Mandalay railway.
(*j*) Excludes the Police which is under the control of the Inspector-General of Police, Burma.
(*k*) Includes the Dhond-Manmád, Khámgaon and Amráoti State railways.
(*l*) Includes the Pátri branch.
(*m*) Includes the Villupuram-Guntakal and Pondicherry State railways.
(*n*) Excludes the figures for the Bengal Central railway which are included with the Eastern Bengal railway.

Numerical return of servants of all races employed on

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAYMASTER'S, STORES, MEDICAL, BARRACK, PRINTING, STATIONERY AND POLICE ESTABLISHMENTS.				TRAFFIC AND TELEGRAPH DEPARTMENTS.				ENGINEERS' DEPARTMENT.			
		Europeans.	East Indians.	Natives.	TOTAL.	Europeans.	East Indians.	Natives.	TOTAL.	Europeans.	East Indians.	Natives.	TOTAL.
	BROUGHT FORWARD ...	347	439	12,433	13,219	1,494	1,388	48,038	51,420	570	554	92,514	93,638
	Assisted Companies.												
XXXIV	TÁRAKESHWAR	Included with the East Indian railway											
XXXV	DEOGHUR	Information not furnished											
XXXVI	DARJEELING-HIMALAYAN ...	5	1	29	35	5	1	131	137	2	1	261	264
XXXVII	BENGAL AND NORTH-WESTERN ...	7	7	246	260	16	19	649	684	7	1	1,433	1,441
XXXVIII	ROHILKHAND-KUMAUN (a) ...	4	1	70	75	3	4	255	262	...	1	275	276
XXXIX	DIBRU-SADIYA	4	1	81	86	1	1	123	125	2	1	9	12
XL	THATÓN-DUYINZÁIK	...	1	5	6	...	1	23	24	...	...	5	5
	Native States Lines worked by Companies.												
XLII	KHÁMGAON	Included with the Great Indian Peninsula railway											
XLIII	AMRÁOTI												
XLIV	BHOPAL-ITÁRSI (NATIVE STATES SECTION)	Included with the Indian Midland railway											
XLV	THE NIZAM'S GUARANTEED STATE (b)	9	15	325	349	7	70	452	529	5	22	1,838	1,865
XLVI	THE GAEKWAR'S DABHOI ...	...	...	14	14	...	...	49	49	...	...	149	149
XLVII	THE GAEKWAR'S MEHSÁNA ...	Included with the Rajputana-Malwa railway											
	Native States Lines worked by the State.												
XLIX	RÁJPURA-BHÁTINDA	Included with the North Western railway											
	Native States Lines.												
LI	JODHPORE	1	...	46	47	...	...	96	98	...	...	272	272
LII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	4	7	267	278	2	7	588	597	2	2	817	821
LIII	MORVI	1	1	77	79	1	...	123	124	1	...	194	195
	Foreign Lines.												
LV	WEST OF INDIA PORTUGUESE ...	Information not furnished											
LVI	PONDICHERRY	Included with the South Indian railway											
	Total of all Railways ...	382	373	13,593	14,448	1,529	1,991	50,529	54,049	589	582	97,767	98,938

(a) Includes the Bareilly-Pilibhit State railway.

the open lines of railway in India on the 31st of December 1889—concld.

Locomotive and carriage and wagon departments, including steam-boat establishments.				Total.				Number of miles open.	Number of stations.	Railway.	Serial No.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.				
2,183	2,403	63,691	68,277	4,594	5,284	216,676	226,554	14,227·23	2,004	Brought forward.	
										Assisted Companies.	
...	...	...	...	...	...	...	...	...	...	Tárakeshwar	XXXIV
...	...	...	...	...	...	...	...	...	...	Deoghur	XXXV
4	2	9	96	16	5	511	532	51·00	11	Darjeeling-Himalayan ...	XXXVI
21	8	701	730	51	35	3,029	3,115	376·00	61	Bengal and North-Western ...	XXXVII
5	...	126	131	12	6	726	744	91·00	14	Rohilkhand-Kumaun (*a*) ...	XXXVIII
2	3	78	83	9	6	291	306	73·00	29	Dibru-Sadiya	XXXIX
...	...	12	12	...	2	45	47	8·00	2	Thatón-Duyinzáik	XL
										Native States Lines worked by Companies.	
...	...	...	...	...	...	...	...	...	...	Khámgaon	XLII
										Amráoti	XLIII
...	...	...	...	...	...	...	...	...	...	Bhopal-Itársi (Native States section)	XLIV
29	54	945	1,028	50	161	3,560	3,771	350·67	42	The Nizam's Guaranteed State (*b*)	XLV
...	...	21	21	...	...	233	233	58·85	9	The Gaekwar's Dabhoi ...	XLVI
...	...	...	...	...	...	...	...	...	...	The Gaekwar's Mehsána ...	XLVII
										Native States Lines worked by the State.	
...	...	...	...	...	...	...	...	...	...	Rájpuba-Bhátinda ...	XLIX
										Native States Lines.	
...	1	41	42	1	1	457	459	124·00	20	Jodhpore	LI
23	8	145	176	31	24	1,317	1,372	328·98	48	Bhávnagar-Gondal-Junágarh-Porbandar.	LII
2	...	184	186	5	1	578	584	68·00	10	Morvi	LIII
										Foreign Lines.	
...	...	..	...	...	...	...	...	...	...	West of India Portuguese ...	LV
...	...	...	...	...	...	...	...	...	...	Pondicherry	LVI
2,269	2,479	66,034	70,782	4,769	5,525	227,923	238,217	(*c*) 15,761·73	2,250	**Total of all Railways.**	

(*b*) Includes the Beravda extension.
(*c*) Excludes the Deoghur and West of India Portuguese railways.

Numerical return of casualties, whether by death, resignation and discharge or dismissal, amongst ... year ending the 31st

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAYMASTER'S STORES, MEDICAL, BARRACK, PRINTING, STATIONERY AND POLICE ESTABLISHMENTS.										TRAFFIC AND TELEGRAPH DEPARTMENTS.										ENGINEERS'.				
		EUROPEANS.					EAST INDIANS.					EUROPEANS.					EAST INDIANS.					EUROPEANS.				
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
	State Lines worked by Companies.																									
I	EAST INDIAN (*a*) ...	77	3	7	...	10	32	2	6	...	8	387	11	43	5	59	211	2	28	2	32	82	1	13	...	14
II	PATNA-GYA ...	Included with the East Indian railway ...										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
III	BAREILLY-PILIBHIT ...	Included with the Rohilkhand & Kumaun railway										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IV	BENGAL-NÁGPUR ...	17	...	1	1	2	44	...	11	1	12	26	...	5	2	7	38	...	18	14	32	7	...	...	...	...
V	INDIAN MIDLAND (*b*) ...	19·59	...	...	...	...	21·52	...	6	4	10	14	1	3	2	6	7	...	2	1	3	36·08	...	12	3	15
VI	BHOPAL ITÁRSI (BRITISH SECTION).	Included with the Indian Midland railway										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
VII	RAJPUTANA-MALWA (*c*) ...	20	...	...	...	...	29	...	3	...	3	126	2	27	14	43	163	2	40	2	44	31·40	1	2	...	3
VIII	DHOND-MANMÁD ...	Included with the Great Indian Peninsula railway										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IX	SOUTHERN MAHRATTA (*d*) ...	21	...	2	...	2	46·30	...	14	1	15	44	...	5	8	13	160	4	14	21	39	31·17	...	4	...	4
X	SOUTHERN MAHRATTA, MYSORE SECTION.	Included with the Southern Mahratta railway										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XI	BEZVÁDA EXTENSION ...	Included with the Nizam's Guaranteed State railway										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XII	VILLUPURAM-GUNTAKAL ...	Included with the South Indian railway										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	State Lines worked by the State.																									
XIII	NORTH WESTERN. (*e*) ...	33·59	...	4	...	4	28·08	...	8	1	9	230·33	5	21	16	42	206·50	1	24	9	34	96·08	1	1	6	8
XIV	AMRITSAR-PATHÁNKOT ...	Included with the North Western railway										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XV	OUDH AND ROHILKHAND ...	15·38	...	9	1	10	31·99	...	5	2	7	56·57	...	10	7	17	50·48	2	6	10	18	13	...	3	...	3
XVI	LUCKNOW-SITAPUR-SIHRÁMAU.	...	...	...	...	...	...	...	...	...	...	2	...	1	...	1	2	...	...	...	...	...	...	...	...	...
XVII	TIRHOOT	2	...	...	...	...	...	...	...	...	...	6·66	...	4	1	5	18·66	...	6	...	6	5·18	...	...	...	...
XVIII	EASTERN BENGAL (*f*) ...	16·60	...	3	...	3	12·10	...	3	...	3	86·70	3	19	2	24	110·20	...	55	11	66	26·10	1	5	1	7
XIX	BENGAL CENTRAL ...	2·75	...	2	...	2	...	...	...	...	...	Included with the Eastern Bengal railway										0·50	...	1	...	1
XX	NALHÁTI	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXI	WARDHA COAL ...	3	...	...	...	...	3	...	1	...	1	1	...	...	...	...	3	...	1	...	1	...	...	...	...	...
XXII	CHERRA-CHAMPANYGANJ ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIII	JORHÁT	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIV	BURMA (*h*)	8·78	...	3	...	3	29·35	...	14	...	14	15	...	3	...	3	5	1	73	10	84	15	1	7	...	8
XXV	TOUNGOO-MANDALAY ...	Included with the Burma State railway										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines worked by Guaranteed Companies.																									
XXX	GREAT INDIAN PENINSULA (*i*)	42	1	3	...	4	37	...	2	...	2	364	7	34	4	45	217	1	27	2	30	76	1	2	...	3
	CARRIED OVER ...	278·60	4	34	2	40	316·34	2	73	9	84	1,330·26	29	175	61	265	1,191·84	13	294	82	389	410·51	6	50	10	66

(*a*) Includes the Patna-Gya, Dildárnagar-Gházipur and Tárakeshwar railways, the Ásansol-Purulia section of the Bengal-Nágpur railway and 26·30 miles of other lines worked over.
(*b*) Includes the Bhopal-Itársi State railway.
(*c*) Includes the Gaekwar's Mehsána railway.
(*d*) Includes the Southern Mahratta railway, Mysore section.
(*e*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State railways and 13 miles of the East Indian railway worked over.

the European and East Indian employés on the open lines of railway in India during the of December 1889.

DEPARTMENT.					LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS, INCLUDING STEAM-BOAT ESTABLISHMENTS.										TOTAL.										Mean mileage open.	RAILWAY.
East Indians.					Europeans.					East Indians.					Europeans.					East Indians.						
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by					
	Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		
																										State Lines worked by Companies.
46	...	13	1	14	432	10	44	5	59	256	...	16	1	17	978	25	107	10	142	545	4	63	4	71	1,652·02	East Indian (*a*).
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Patna-Gya.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Bareilly-Pilibhit.
13·41	...	5	1	6	50·41	...	19	8	27	136	...	40	27	67	100·41	...	25	11	36	231·41	...	74	43	117	291·31	Bengal-Nágpur.
16·13	...	10	2	12	67	2	24	1	27	60	...	9	...	9	136·55	3	39	6	48	106·65	...	27	7	34	631·53	Indian Midland (*b*).
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Bhopal-Itársi (British section).
19·05	...	...	...	...	230	3	30	12	45	238	3	46	13	62	407·40	6	59	26	91	449·05	5	89	15	109	1,094·72	Rajputana-Malwa (*c*).
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Dhond-Manmád.
54·88	...	16	1	17	71	...	18	15	33	173	1	36	22	59	167·17	...	29	23	52	441·18	5	80	45	130	1,123·59	Southern Mahratta (*d*).
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Southern Mahratta, Mysore section.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Bezváda Extension.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Villupuram-Guntakal.
																										State Lines worked by the State.
31·33	1	2	1	4	448·42	17	56	5	78	187·84	1	20	...	21	808·42	23	82	27	132	453·75	3	54	11	68	1,406·97	North Western (*e*).
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Amritsar-Pathánkot.
17	...	1	...	1	60·16	3	13	3	19	17·58	...	2	2	4	154·11	3	35	11	49	117·05	2	14	14	30	692·55	Oudh and Rohilkhand.
...	...	...	...	...	0·17	...	...	...	...	1·83	...	1	...	1	2·17	...	1	...	1	3·83	...	1	...	1	104·59	Lucknow-Sitapur-Sihrámau.
...	...	...	...	...	13·75	...	...	...	...	24	...	1	...	1	27·59	...	4	1	5	42·66	...	7	...	7	273·00	Tirhoot.
14	...	1	...	1	119·70	...	16	4	20	58·40	...	11	6	17	249·10	4	43	7	54	194·79	...	70	17	87	834·35	Eastern Bengal (*f*).
2	...	...	...	...	Included with the Eastern Bengal railway										3·25	...	3	...	3	2	...	...	...	...	125·01	Bengal Central.
...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	2	...	...	...	...	27·25	Nalhátí.
...	...	...	...	...	(*g*) 11	...	(*g*) 3	...	(*g*) 3	(*g*) 14	...	1	...	1	15	...	3	...	3	20	...	3	...	3	45·00	Wardha Coal.
...	...	...	...	...	1	...	1	...	1	...	...	...	...	...	2	...	1	...	1	...	...	...	...	...	7·50	Cherra-Companygánj.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27·57	Jorhát.
27	1	8	...	9	49	1	7	2	10	71	1	11	...	12	57·78	2	20	2	24	132·35	3	106	10	119	534·75	Burma (*h*).
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Toungoo-Mandalay.
																										Lines worked by Guaranteed Companies.
20	1	5	...	6	445	5	82	5	92	323	1	72	2	75	927	14	121	9	144	606	3	106	4	113	1,443·02	Great Indian Peninsula (*i*).
271·80	3	61	6	70	2,007·61	41	313	60	414	1,567·65	7	268	73	348	4,035·98	80	572	133	785	3,347·63	25	695	170	898	11,790·65	(*j*) Carried over.

(*f*) Includes the figures for the Bengal Central railway (excluding Agency and the Engineers' department).
(*g*) Includes the Colliery establishment.
(*h*) Includes the Toungoo-Mandalay railway.
(*i*) Includes the Dhond-Manmád, Khámgaon and Amráoti State railways.
(*j*) Excludes the mileage of the Bengal Central railway, which is included with the Eastern Bengal railway.

Numerical return of casualties, whether by death, resignation and discharge or dismissal, amongst year ending the 31st

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAYMASTER'S STORES, MEDICAL, BARRACK, PRINTING, STATIONERY AND POLICE ESTABLISHMENTS.										TRAFFIC AND TELEGRAPH DEPARTMENTS.										ENGINEERS'				
		EUROPEANS.					EAST INDIANS.					EUROPEANS.					EAST INDIANS.					EUROPEANS.				
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
	BROUGHT FORWARD ...	278·00	4	34	2	40	316·34	2	73	9	84	1,360·26	29	175	61	265	1,191·84	13	294	82	389	419·51	6	50	10	66
	Lines worked by Guaranteed Companies—concld.																									
XXXI	BOMBAY, BARODA AND CENTRAL INDIA (*a*).	22	1	4	...	5	52	...	4	...	4	16	...	1	...	1	21	3	1	...	4	20	1	...	...	1
XXXII	MADRAS	18	...	1	...	1	49·25	...	4	...	4	84·91	...	11	7	18	443·19	5	34	16	55	26	1	12	...	13
XXXIII	SOUTH INDIAN (*b*) ...	13·66	1	4	...	5	22	1	2	...	3	12·30	2	2	...	4	81·50	...	14	26	40	16·57	...	4	...	4
	Assisted Companies.																									
XXXIV	TÁRAKESHWAR ...	Included with the East Indian railway										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXV	DEOGHUR	Information not furnished										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVI	DARJEELING-HIMALAYAN ...	4·17	1	...	...	1	0·67	...	...	...	...	5	...	1	...	1	1	...	...	...	...	2	...	...	...	...
XXXVII	BENGAL AND NORTH-WESTERN	7	...	1	...	1	7	...	2	...	2	16	...	3	4	7	19	...	6	2	8	7	1	2	...	3
XXXVIII	ROHILKHAND-KUMAUN (*c*) ...	4	...	...	...	...	1	...	...	...	...	2·66	...	...	1	1	3·66	...	2	...	2	...	...	...	...	...
XXXIX	DIBRU-SADIYA ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XL	THATÓN-DUYINZÁIK ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	0·20	...	...	...	...	...	...	...	...	...
	Native States Lines worked by Companies.																									
XLII	KHÁMGAON ...	Included with the Great Indian Peninsula railway										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLIII	AMRÁOTI ...																									
XLIV	BHOPAL-ITÁRSI (NATIVE STATES SECTION).	Included with the Indian Midland railway										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLV	THE NIZAM'S GUARANTEED STATE (*d*).	9	...	...	...	...	15	...	...	...	...	7	...	...	2	2	70	...	4	3	7	5·33	...	1	...	1
XLVI	THE GAEKWAR'S DABHOI ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVII	THE GAEKWAR'S MEHSÁNA ...	Included with the Rajputana Malwa railway										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Native States Lines worked by the State.																									
XLIX	RÁJPURA-BHÁTINDA ...	Included with the North Western railway										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Native States Lines.																									
LI	JODHPORE	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	4	...	...	...	...	6	...	...	...	...	2	...	...	...	...	12	...	4	1	...	3·91	...	4	...	4
LIII	MORVI	1	...	...	...	...	1	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	...	...
	Foreign Lines.																									
LV	WEST OF INDIA PORTUGUESE.	Information not furnished										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVI	PONDICHERRY	Included with the South Indian railway										...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Total of all Railways.	382·43	7	44	2	53	471·26	3	85	9	97	1,507·13	31	193	75	299	1,843·69	21	369	130	510	503·32	9	73	16	92

(*a*) Includes the Pátri branch.
(*b*) Includes the Villupuram-Guntakal and the Pondicherry railways.
(*c*) Includes the Bareilly-Pilibhit State railway.

the European and East Indian employés on the railways open for traffic in India during the of December 1889—concld.

DEPARTMENT.					LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS, INCLUDING STEAM-BOAT ESTABLISHMENTS.										TOTAL.										Mean mileage open.	RAILWAY.
East Indians.					Europeans.					East Indians.					Europeans.					East Indians.						
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by					
	Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		
271·80	3	61	6	70	2,007·6	41	113	60	214	1,567·65	7	266	73	346	2,065·98	80	572	133	785	3,347·65	25	694	170	889	11,790·05	BROUGHT FORWARD.
																										Lines worked by Guaranted Companies—concld.
2	1	1	...	2	84	6	11	...	17	40	1	12	...	13	142	8	16	...	24	115	5	18	...	23	400·00	BOMBAY, BARODA AND CENTRAL INDIA (*a*).
108	...	46	16	62	88	...	9	4	13	459	3	26	4	33	216·91	1	33	11	45	1,059·74	8	110	36	154	839·30	MADRAS.
53·08	...	9	2	11	43·90	...	1	1	2	344·82	...	9	2	11	88·52	3	11	1	15	500·40	1	34	30	65	765·38	SOUTH INDIAN (*b*).
																										Assisted Companies.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	TÁRAKESHWAR.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	DEOGHUR.
...	...	...	...	...	10·75	3	1	1	5	2·50	...	1	1	2	21·92	4	2	1	7	4·17	...	1	1	2	51·00	DARJEELING-HIMÁLAYAN.
1	...	...	...	...	21	1	2	...	3	8	...	3	...	3	51	2	8	4	14	35	...	11	2	13	376·00	BENGAL AND NORTH-WESTERN.
1	...	...	...	...	4·50	...	...	...	...	...	...	...	...	...	11·16	...	...	1	1	5·66	...	2	...	2	103·00	ROHILKHAND-KUMAUN (*c*).
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	78·00	DIBRU-SADIYA.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·20	...	...	...	...	8·00	THATÓN-DUYINZÁIK.
																										Native States Lines worked by Companies.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	KHÁMGAON. AMRÁOTI.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	BHOPAL-ITÁRSI (NATIVE STATES SECTION).
21·67	...	1	1	2	23	...	7	5	12	54	1	12	11	24	50·33	...	8	7	15	100·67	1	27	15	33	343·80	THE NIZAM'S GUARANTEED STATE. (*d*)
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	59·35	THE GAEKWAR'S DABHOI.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	THE GAEKWAR'S MEHSÁNA.
																										Native States Lines worked by the State.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	RÁJPURA BHÁTINDA.
																										Native States Lines.
...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	...	...	1	...	...	...	...	124·00	JODHPORE.
2	...	...	...	...	23	1	9	...	10	8	1	3	...	4	32·91	1	13	...	14	28	1	7	1	9	(*e*) 274·71	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.
...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	5	...	...	...	...	1	...	...	...	...	88·00	MORVI.
																										Foreign Lines
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	WEST OF INDIA PORTUGUESE.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	PONDICHERRY.
459·55	4	118	25	147	2,313·85	52	353	71	476	2,434·97	13	332	91	436	4,688·73	99	663	159	920	5,259·47	41	904	255	1,190	(*f*) 15,326·59	**Total of all Railways.**

(*d*) Includes the Bezváda extension.
(*e*) Includes the Bhavnagar Dock estate and the Junágarh Quarry lines (3·24 miles).
(*f*) Excludes the Deoghur and the West of India Portuguese railways.

Native Drivers and Shunters.

3. The following is a comparative statement of the average number of natives employed as drivers and shunters on the several railways during 1888 and 1889. The average number employed in 1889 shows an increase of 93 over the previous year:

STATEMENT No. 34.

Serial number.	RAILWAY.	Drivers.		Shunters.		Total.		REMARKS.
		1888.	1889.	1888.	1889.	1888.	1889.	
		No.	No.	No.	No.	No.	No.	
	State Lines worked by Companies.							
I	EAST INDIAN ...	(a) 110	105	120	125	(a) 230	230	(a) Figures corrected by line authorities.
IV	BENGAL-NÁGPUR ...	2	1	5	4	7	5	
V	INDIAN MIDLAND ...	6	5	1	9	7	14	
VII	RAJPUTANA-MALWA ...	36	42	49	46	85	88	
IX	SOUTHERN MAHRATTA ...	10	15	(a) 14	23	(a) 24	38	
X	SOUTHERN MAHRATTA, MYSORE SECTION.							
	TOTAL ...	164	168	189	207	353	375	
	State Lines worked by the State.							
XIII	NORTH WESTERN ...	(a) 115	133	(a) 95	90	(a) 210	223	
XV	OUDH AND ROHILKHAND...	(a) 67	68	(a) 43	43	(a) 110	111	
XVII	TIRHOOT	14	15	10	10	24	25	
XVIII	EASTERN BENGAL ...	33	44	32	36	65	80	
XX	NALHÁTI	2	2	1	1	3	3	
XXI	WARDHA COAL ...	...	...	1	1	1	1	
XXII	CHHERA-COMPANYGANJ...	3	2	...	...	3	2	
XXIII	JORHÁT	3	4	...	...	3	4	
XXIV	BURMA	24	26	12	16	36	42	Figures for 1889 only, include the Toungoo-Mandalay railway.
XXV	TOUNGOO-MANDALAY ...							
	TOTAL ...	261	294	194	197	455	491	
	CARRIED OVER ...	425	462	383	404	808	866	

STATEMENT No. 34—*concld.*

Statement showing the average number of natives employed as drivers and shunters on the several railways during 1888 and 1889—concld.

Serial number.	RAILWAY.	Drivers.		Shunters.		Total.		REMARKS.
		1888.	1889.	1888.	1889.	1888.	1889.	
		No.	No.	No.	No.	No.	No.	
	BROUGHT FORWARD ...	425	462	383	404	808	866	
	Lines worked by Guaranteed Companies.							
XXX	GREAT INDIAN PENINSULA	156	183	...	...	156	183	
XXXI	BOMBAY, BARODA AND CENTRAL INDIA.	46	46	19	18	65	64	
XXXII	MADRAS	18	14	9	10	22	24	
XXXIII	SOUTH INDIAN ...	35	40	13	11	48	51	
	TOTAL ...	250	283	41	39	291	322	
	Assisted Companies.							
XXXV	DROGHDA	2	2	...	...	2	2	
XXXVI	DARJEELING-HIMALAYAN	1	1	...	...	1	1	
XXXVII	BENGAL AND NORTH-WESTERN.	14	13	10	10	24	23	
XXXVIII	ROHILKHAND-KUMAUN...	4	4	...	...	4	4	
XXXIX	DIBRU-SADIYA ...	6	8	1	1	7	9	
XL	THATÓN-DUYINZÁIK ...	2	2	...	...	2	2	
	TOTAL ...	29	30	11	11	40	41	
	Native States Lines worked by Companies.							
XLV	THE NIZAM'S GUARANTEED STATE.	8	11	4	4	12	15	
XLVI	THE GAEKWAR'S DABHOI	2	2	1	1	3	3	
	TOTAL ...	10	13	5	5	15	18	
	Native States Lines.							
LI	JODHPORE	4	4	...	...	4	4	
LII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	1	...	2	...	3	...	
LIII	MORVI	5	7	2	3		10	
	TOTAL ...	10	11	4	3	14	14	
	Total of all Railways.	724	799	444	462	1,168	1,261	

The following table shows the gradual increase in the total number of natives employed as drivers and shunters on all railway since 1880 :

	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.
Drivers ...	156	278	335	391	456	519	580	650	724	799
Shunters ...	282	269	295	325	322	386	414	433	444	462
TOTAL ...	438	547	630	716	778	905	994	1,083	1,168	1,261

Provident Institutions.

4. The following statement gives the number of depositors in the State Railway Provident Fund Institutions, and the sums at their credit on the 31st of December 1889 :

STATEMENT No. 35.

Serial number.	RAILWAY.	Number of Staff depositing.	NUMBER OF DEPOSITORS.		AMOUNT AT CREDIT ON THE 31ST OF DECEMBER 1889.				REMARKS.
			Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	TOTAL.	
					Rs.	Rs.	Rs.	Rs.	
	State Lines worked by Companies.								
IV	BENGAL-NÁGPUR ...	193	42	178	370	18,510	13,030	31,910	
VII	RAJPUTANA-MALWA ...	3,080	134	2,986	32,243	3,18,223	2,74,846	6,25,312	
IX	SOUTHERN MAHRATTA	2,320	...	2,320	...	1,28,724	24,731	1,53,455	
X	SOUTHERN MAHATTA, MYSORE SECTION.								
	TOTAL ...	5,543	176	5,479	32,613	4,65,457	3,12,607	8,10,677	
	State Lines worked by the State.								
XIII	NORTH WESTERN ...	4,978	237	4,961	33,700	7,67,531	3,75,923	11,67,154	
XV	OUDH AND ROHILKHAND...	1,296	75	1,282	5,560	1,57,767	19,703	1,83,030	
XVII	TIRHOOT	412	20	412	3,701	43,769	27,998	75,468	
XVIII	EASTERN BENGAL ...	2,854	25	2,854	2,996	1,99,446	1,50,963	3,53,405	
XX	NALHÁTI	28	1	28	331	1,247	859	2,437	
XXI	WARDHA COAL ...	46	1	46	456	9,097	5,750	15,303	
XXII	CHERRA-COMPANYGANJ ...	20	1	19	136	377	94	607	
XXIII	JORHÁT	17	...	17	....	1,336	592	1,928	
XXIV	BURMA ...	895	113	854	5,742	66,316	44,246	1,16,304	Figures for 1889 only, include the Toungoo-Mandalay railway.
XXV	TOUNGOO-MANDALAY								
	TOTAL ...	10,546	473	10,473	52,622	12,36,886	6,26,128	19,15,636	

Railway Volunteer Corps.

5. The following abstract gives the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st of March 1890 :

STATEMENT No. 36.

Serial number.	CORPS.	Enrolled strength.	EFFICIENTS.				Non-efficients.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head quarters.	REMARKS.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
I	East Indian railway	1,210	51	145	962	1,158	52	14	1	Jamálpur.	
IV	Bengal-Nágpur railway ...	539	19	51	380	450	89	5	...	Nágpur.	
VII	Rajputana-Malwa State railway—*2nd Battalion, Bombay, Baroda and Central India Railway Volunteer Rifle Corps*...	788*	25	108	617	750	38	10	...	Ajmere.	*Includes cadets.
IX	Southern Mahratta railway ...	394	10	34	292	336	58	4	...	Hubli.	
XIII	North Western railway—*3rd Punjab (North Western Railway) Volunteer Rifles* ...	1,093	40	102	887	1,029	64	11	...	Lahore.	
XV	Oudh and Rohilkhand railway—*(i) Oudh Volunteer Rifles* ...	101	4	10	81	95	6	...	...	Lucknow.	
	(ii) Rohilkhand Volunteer Rifles ...	49	1	3	42	46	3	1	1	Bareilly.	
	(iii) Ghazipur Volunteer Rifle Corps...	6	...	...	5	5	1	...	...	Ghazipur.	
	(iv) Oudh Volunteer Reserve Corps ...	15	...	...	10	10	5	...	...	Lucknow.	
	(v) Cawnpore Volunteer Rifle Corps...	2	...	...	2	2	...	...	...	Cawnpore.	
XVII	Tirhoot State railway	54	1	10	42	53	1	1	...	Samastipur.	
	CARRIED OVER ...	4,251	151	463	3,320	3,934	317	46	2		

STATEMENT No. 36—*contd.*

Abstract of the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st of March 1890—contd.

Serial number.	CORPS.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head quarters.	REMARKS.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	BROUGHT FORWARD...	4,251	151	463	3,320	3,934	317	46	2		
XVIII	Eastern Bengal State railway ...	300	8	15	259	282	18	2	...	Sealdah.	
XXI	Wardha Coal State railway—*Nagpur Volunteer Rifles, "C" Company.*	31	3	3	23	29	2	1	...	Warora.	
XXIV	Burma State railway	651	16	42	481	539	112	10	...	Rangoon.	
XXX	Great Indian Peninsula railway ...	964	31	131	793	955	9	8	1	Bombay.	
XXXI	Bombay, Baroda and Central India railway—*1st Battalion Bombay, Baroda and Central India Railway Volunteer Rifles* ...	456	16	66	302	384	72	5	1	Bombay.	
XXXII	Madras railway ...	864	23	94	725	842	22	8	...	Perambur.	
XXXIII	South Indian railway	546	14	44	410	468	78	*7	...	Negapatam.	*Includes 1 Sergeant-Major.
XXXVI	Darjeeling-Himalayan railway—*Northern Bengal Mounted Rifles, "A" and "B" Troops* ...	18	...	2	16	18	...	...	...	Darjeeling.	There is no separate railway corps; the men are attached to "A" and "B" Troops of the Northern Bengal Mounted Rifles.
	CARRIED OVER ...	3,061	262	360	6,329	7,451	630	87	4		

STATEMENT No. 36—*concld.*

Abstract of the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st of March 1890—concld.

Serial number.	CORPS.	Enrolled strength.	EFFICIENTS.				Non-efficients.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head quarters.	REMARKS.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	BROUGHT FORWARD...	8,081	262	360	6,329	7,451	630	87	4		
XXXVII	Bengal and North-Western railway—*(i) Ghazipur Volunteer Rifles (Gorakhpur and Sonepore Detachments)* ...	67	4	6	56	66	1	1	...	Ghazipur.	
	(ii) Oudh Volunteer Rifles, "G" Company ...	8	1	...	7	8	...	1	...	Gonda.	
XXXVIII	Rohilkhand-Kumaun railway—*Rohilkhand Volunteer Rifles* ...	11	2	...	9	11	...	1	1	Bareilly.	
XLV	The Nizam's Guaranteed State railway—*Hyderabad Volunteer Rifles, "B" and "C" Companies* ...	177	4	19	143	166	11	1	...	Secunderabad.	
LII	Bhávnagar-Gondal Junágarh-Porbandar State railway—*1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company* ...	59	4	7	40	51	8	1	...	Ghadechi.	
LIII	Morvi State railway—*Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company* ...	6	...	1	5	6	...	1	...	Ghadechi.	
	TOTAL ...	8,409	277	893	6,589	7,759	650	93	5		

6. The statement on the two following pages shows the strength and cost of police on the various open lines of railway, and the amount of compensation payments made on account of thefts.

Police.

Statement showing the strength and cost of police on the open lines of railway in

Serial No.	RAILWAY.	Subordinate officers.	Constables and men.	Salaries and fixed allowances of officers.	Office expenses and travelling allowances.	Salaries of subordinate officers and men.
	State Lines worked by Companies.	No.	No.	Rs.	Rs.	Rs.
I	EAST INDIAN (*a*)	111	334	22,200	20,788	86,632
IV	BENGAL-NÁGPUR	44	1,719	...	235	12,859
V	INDIAN MIDLAND (*b*)...	1	131	2,946	1,331	7,454
VII	RAJPUTANA-MALWA (*c*)	121	589	26,665	19,113	91,740
IX	SOUTHERN MAHRATTA	46	301	7,500	3,879	(*d*) 48,720
X	SOUTHERN MAHRATTA, MYSORE SECTION ...					
	State Lines worked by the State.					
XIII	NORTH WESTERN (*e*)	166	1,298	20,130	20,930	1,88,878
XV	OUDH AND ROHILKHAND	4	360	...	2,680	28,300
XVI	LUCKNOW-SITAPUR-SIHRÁMAU (*f*) ...	...	32	...	...	2,581
XVII	TIRHOOT	...	51	...	109	2,239
XVIII	EASTERN BENGAL (*g*)	58	192	10,800	9,626	46,656
XX	NALHÁTI	...	1	...	3	72
XXI	WARDHA COAL (*h*)	1	27	720	82	2,374
XXII	CHERRA-COMPANYGANJ (*j*)	...	...	...	...	...
XXIII	JORHÁT	...	(*k*) 12	...	...	...
XXIV	BURMA (*l*)	...	...	...	...	...
	Lines worked by Guaranteed Companies.					
XXX	GREAT INDIAN PENINSULA (*e*)	17	864	17,429	(*m*) 22,770	1,31,862
XXXI	BOMBAY, BARODA AND CENTRAL INDIA (*n*) ...	51	381	16,536	15,122	54,432
XXXII	MADRAS	9	323	3,920	2,661	38,226
XXXIII	SOUTH INDIAN (*o*)	...	...	...	...	...
	Assisted Companies.					
XXXVI	DARJEELING-HIMALAYAN (*j*)	...	...	...	...	...
XXXVII	BENGAL AND NORTH-WESTERN	3	42	...	(*p*) 1,814	(*p*) 5,124
XXXVIII	ROHILKHAND-KUMAUN (*q*)	3	11	...	544	2,124
XXXIX	DIBRU-SADIYA (*j*)	...	...	...	...	...
XL	THATÔN-DUYINZÁIK	...	5	...	...	720
	Native States Lines worked by Companies.					
XLV	THE NIZAM'S GUARANTEED STATE (*r*) ...	26	151	4,790		25,896
	Native States Lines.					
LII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	21	100	2,400	3,966	14,325
LIII	MORVI	1	26	...	420	3,240

(*a*) Includes the branch lines and the Ásansol-Paralia section of the Bengal-Nágpur railway worked by the undertaking.
(*b*) Includes the Bhopal-Itársi State railway.
(*c*) Includes the Gaekwar's Mehsána railway.
(*d*) The total amount is exclusive of hutting, clothing, contingent charges, &c. Includes Rs. 1,080, the cost of chowkidars employed on the Mysore section, as no regular police is at present employed on that line, and Rs. 6,225 paid to the Great Indian Peninsula Railway Company and the Madras Government, &c., for police charges.
(*e*) Includes the branch lines worked.
(*f*) Figures against this railway represent the establishment entertained for "Watch and ward."
(*g*) Includes the Bengal Central railway.
(*h*) Includes the establishment entertained both for "Law and order" and for "Railway watch and ward."
(*j*) No separate Railway police force is entertained.

India, and the amount of compensation payments due to thefts for 1889.

Total cost of force per annum.	Cost of force per mile of railway open for traffic.	Compensation payments due to thefts or carelessness of police.	Compensation payments per mile of railway open for traffic.	Length of railway open for traffic.	RAILWAY.	Serial No.
Rs.	Rs.	Rs.	Rs.	Miles.		
					State Lines worked by Companies.	
1,29,620	78·09	5,407	3·26	1,659·87	EAST INDIAN (*a*)	I
13,094	44·66	...	...	293·18	BENGAL-NÁGPUR	IV
11,731	15·97	...	...	734·46	INDIAN MIDLAND (*b*)...	V
1,37,518	80·91	1,406	0·83	1,699·56	RAJPUTÁNA-MALWA (*c*)	VII
(*d*) 60,099	47·14	4,980	3·91	1,275·03	SOUTHERN MAHRATTA	IX
					SOUTHERN MAHRATTA, MYSORE SECTION ...	X
					State Lines worked by the State.	
2,29,938	93·18	480	0·19	2,467·71	NORTH WESTERN (*e*)	XIII
30,980	44·73	296	0·43	692·55	OUDH AND ROHILKHAND	XV
2,581	24·68	...	...	104·59	LUCKNOW-SITAPUR-SIHRÁMAU (*f*) ...	XVI
2,348	8·60	414	1·52	273·00	TIRHOOT	XVII
67,082	76·98	105	0·12	871·41	EASTERN BENGAL (*g*)	XVIII
75	2·75	...	...	27·25	NALHÁTI	XX
3,176	70·58	...	...	45·00	WARDHA COAL (*h*)	XXI
...	...	...	...	7·50	CHERRA-COMPANYGANJ (*j*)	XXII
...	...	...	...	30·80	JORHÁT	XXIII
...	...	...	...	553	BURMA (*l*)	XXIV
					Lines worked by Guaranteed Companies.	
(*m*) 1,72,061	118·93	3,553	2·45	1,446·74	GREAT INDIAN PENINSULA (*e*)	XXX
86,090	165·64	368	0·71	519·75	BOMBAY, BARODA AND CENTRAL INDIA (*n*) ...	XXXI
44,807	53·39	3,100	3·69	839·30	MADRAS	XXXII
...	...	...	...	737·53	SOUTH INDIAN (*o*)	XXXIII
					Assisted Companies.	
...	...	...	...	51·00	DARJEELING-HIMALAYAN (*j*)	XXXVI
(*p*) 6,938	18·45	297	0·79	376·00	BENGAL AND NORTH-WESTERN	XXXVII
2,668	29·32	...	...	91·00	ROHILKHAND-KUMAUN (*q*)	XXXVIII
...	...	...	...	78·00	DIBRU-SADIYA (*j*)	XXXIX
720	90·00	...	...	8·00	THATÓN-DUYINZÁIK	XL
					Native States Lines worked by Companies.	
30,686	87·51	424	1·21	350·67	THE NIZAM'S GUARANTEED STATE (*r*) ...	XLV
					Native States Lines.	
20,691	62·89	13	0·04	328·98	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	LII
3,660	53·82	...	...	68·00	MORVI	LIII

(*k*) These 12 constables are under the direct control of the District Superintendent of Police, Sibsagar, and their cost is defrayed by the Police department.
(*l*) Information not furnished.
(*m*) Includes Rs. 21,562 on account of contingencies, &c., and pension and leave allowances payable by the Government of Bombay.
(*n*) Includes the Pátri branch and the Gaekwar's Dabhoi railway.
(*o*) No separate railway police force is maintained, the duties being performed by the Government Police.
(*p*) Estimated cost.
(*q*) Includes the Bareilly-Pilibhit State railway.
(*r*) Includes the Bezváda extension.

CHAPTER XI.

Rolling Stock (Revenue.)

The following statements show, respectively, the average number of locomotives employed on the principal railways and the average work obtained from each during the two half-years of 1889; also the number of engines and vehicles used in conveying traffic, together with the number of miles travelled by trains, during the year ending the 31st of December 1889:

STATEMENT No. 38.

Serial number.	RAILWAY.	AVERAGE NUMBER OF LOCOMOTIVES.		TOTAL ENGINE-MILEAGE.		AVERAGE MILEAGE PER ENGINE.		AVERAGE MILEAGE PER ENGINE PER DIEM.	
		Half-year ending the 30th of June 1889.	Half-year ending the 31st of December 1889.	Half-year ending the 30th of June 1889.	Half-year ending the 31st of December 1889.	Half-year ending the 30th of June 1889.	Half-year ending the 31st of December 1889.	Half-year ending the 30th of June 1889.	Half-year ending the 31st of December 1889.
	STANDARD GAUGE.								
	State Lines worked by Companies.								
I	EAST INDIAN (*a*)	576	576	5,199,595	4,714,094	9,027	8,184	49·87	44·43
IV	BENGAL-NÁGPUR	42	42	331,057	222,045	7,882	5,287	43·55	28·73
V	INDIAN MIDLAND (*b*)	67	80	540,891	545,152	8,073	6,814	44·60	37·03
	State Lines worked by the State.								
XIII	NORTH WESTERN (*c*)	547	554·08	4,130,494	4,474,700	7,551	8,076	41·73	43·69
XV	OUDH AND ROHILKHAND ...	155	155	1,356,043	1,307,127	8,749	8,433	48·34	45·83
XVIII	EASTERN BENGAL (*d*)	92	92	975,697	1,224,423	10,605	13,309	58·59	72·33
	Lines worked by Guaranteed Companies.								
XXX	GREAT INDIAN PENINSULA (*e*) ...	560	570	5,171,322	4,199,318	9,235	7,367	51·02	40·04
XXXI	BOMBAY, BARODA AND CENTRAL INDIA (*f*)	127	127	1,399,516	1,127,472	11,020	8,878	60·88	48·24
XXXII	MADRAS	151	151	1,397,737	1,387,136	9,257	9,186	51·14	49·93
	Native States Lines worked by Companies.								
XLV	THE NIZAM'S GUARANTEED STATE (*g*)	29·25	30	318,476	348,157	10,888	11,605	60·15	63·07

(*a*) Includes the Patna-Gya and Tárakeshwar railways for the whole year, the Asansol-Purulia section of the Bengal-Nágpur railway from the 12th of June to the 31st of December 1889, and the Sindia railway for January and February 1889.
(*b*) Includes the Bhopal-Itársi railway for the whole year, and the Sindia railway from the 1st of March to the 31st of December 1889.
(*c*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda railways.
(*d*) Includes the Bengal Central railway.
(*e*) Includes the Dhond-Manmád, Khámgaon and Amráoti railways.
(*f*) Includes the Pátri branch.
(*g*) Includes the Bezváda extension.

STATEMENT No. 38—*concld.*

Serial number.	RAILWAY.	AVERAGE NUMBER OF LOCOMOTIVES.		TOTAL ENGINE-MILEAGE.		AVERAGE MILEAGE PER ENGINE.		AVERAGE MILEAGE PER ENGINE PER DIEM.	
		Half-year ending the 30th of June 1889.	Half-year ending the 31st of December 1889.	Half-year ending the 30th of June 1889.	Half-year ending the 31st of December 1889.	Half-year ending the 30th of June 1889.	Half-year ending the 31st of December 1889.	Half-year ending the 30th of June 1889.	Half-year ending the 31st of December 1889.
	METRE GAUGE.								
	State Lines worked by Companies.								
VII	RAJPUTANA-MALWA	415	415	(*f*) 4,000,930	(*g*) 3,040,452	9,641	7,326	53·26	39·32
IX	SOUTHERN MAHRATTA	92	114	876,375	818,832	9,526	7,183	52·63	39·04
	State Lines worked by the State.								
XVII	TIRHOOT	45	45	356,805	371,099	7,929	8,247	43·81	44·82
XVIII	EASTERN BENGAL	65	73	640,171	749,842	9,849	10,272	54·41	55·82
XXIV	BURMA (*h*)	106	106	879,151	798,628	8,294	7,534	45·82	40·94
	Lines worked by Guaranteed Companies.								
XXXIII	SOUTH INDIAN (*i*)	124	122	1,191,824	1,236,979	9,611	10,139	53·10	55·16
	Assisted Companies.								
XXXVII	BENGAL AND NORTH-WESTERN ...	60	50	457,442	337,293	7,624	7,746	42·12	42·10
	Native States Lines.								
LII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	25	28	279,136	223,129	10,925	7,969	60·36	43·31

(*f*) Includes miles 12,625 run on the Gaekwar's Mehsána railway.
(*g*) Includes miles 11,420 run on the Gaekwar's Mehsána railway.
(*h*) Includes the Toungoo-Mandalay extension.
(*i*) Includes the Pondicherry railway.

Statement showing the number of engines and vehicles used in conveying traffic and the

Serial number.	RAILWAY.	Gauge.	Mileage open on the 31st of December 1889.	NUMBER OF ENGINES AND VEHICLES USED IN CONVEYING							
				Engines.	CARRIAGES.						
					1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th.)	Composite.	Total number.	
	State Lines worked by Companies.										
I	EAST INDIAN (a)	Standard	1,659·87	576	91	105	61	748	30	1,035	
II	PATNA-GYA	„	Worked by the East Indian railway					...	...	...	
III	BAREILLY-PILIBHIT	Metre	36·00	Worked by the Rohilkhand-Kumaun railway						...	
IV	BENGAL-NÁGPUR	Standard	293·18	59	6	...	...	59	23	88	
V	INDIAN MIDLAND (b)	„	734·46	(c)93	8	8	...	120	34	170	
VI	BHOPAL-ITÁRSI (BRITISH SECTION)	„	Worked by the Indian Midland railway						...	...	
VII	RAJPUTANA-MALWA	Metre	1,671·83	415	134	96	50	774	78	1,132	
VIII	DHOND-MANMÁD	Standard	Worked by the Great Indian Peninsula railway						...	...	
IX	SOUTHERN MAHRATTA ...	Metre	1,275·03	222	36	29	...	388	39	492	
X	SOUTHERN MAHRATTA, MYSORE SECTION	„	Included with the Southern Mahratta railway						...	...	
XI	BEZVÁDA EXTENSION ...	Standard	Worked by the Nizam's Guaranteed State railway							...	
XII	VILLUPURAM-GUNTAKAL ...	Metre	82·94	10	...	...	...	30	5	35	
	TOTAL ...	...	5,753·31	1,375	275	238	111	2,119	209	2,952	
	State Lines worked by the State.										
XIII	NORTH WESTERN (e) ...	Standard	2,359·77	615	116	(f)95	78	(g)838	148	1,275	
XIV	AMRITSAR-PATHÁNKOT ...	„	Worked by the North Western railway						...	...	
XV	OUDH AND ROHILKHAND ...	„	692·55	156	...	(h)63	20	(i)260	31	374	
XVI	LUCKNOW-SITAPUR-SIHRÁMAU ...	Metre	104·59	13	...	(j)11	...	(i)41	5	57	
XVII	TIRHOOT	„	273·00	45	26	8	...	92	17	143	
XVIII	EASTERN BENGAL ...	Standard Metre 2′ 6″	746·40	166	64	24	76	366	83	613	
XIX	BENGAL CENTRAL	Standard	125·01	...	...	...	...	Worked by the Eastern Bengal			
XX	NALHÁTI	4′ 0″	27·25	6	2	1	...	6	2	11	
XXI	WARDHA-COAL	Standard	45·00	7	2	...	1	2	3	8	
XXII	CHERRA-COMPANYGANJ ...	2′ 6″	7·50	4	...	...	...	...	(k)4	4	
XXIII	JORHÁT	2′ 0″	30·80	5	2	...	...	7	...	9	
XXIV	BURMA (l)	Metre	553·00	107	44	60	...	346	35	485	
XXV	TOUNGOO-MANDALAY	„	Included with the Burma State railway						...	...	
	TOTAL ...	...	4,964·87	1,124	256	262	175	1,958	328	2,979	
	CARRIED OVER ...	...	10,718·18	2,499	531	500	286	4,077	537	5,931	

(a) Includes the Patna-Gya and Tárakeshwar railways for the whole year, the Sindia railway for January and February 1889, and the Ásansol-Purulia section of the Bengal-Nágpur railway from the 12th of June to the 31st of December 1889, excepting the figures for the open mileage which exclude the Sindia railway.
(b) Includes the Bhopal-Itársi railway for the whole year and the Sindia railway from the 1st of March to the 31st of December 1889.
(c) Of the locomotive and vehicle stock, the following construction stock was in the workshops awaiting disposal:

	No.
Ballast engines	6
Ballast wagons	240
Brake-vans	12

(d) Includes 3 saloon carriages and 9 composite post office (3rd class).
(e) Includes the Amritsar-Pathánkot railway for the whole year, and the Rájpura-Bhatinda railway up to the 12th of October 1889, excepting the figures for open mileage which exclude the Rájpura-Bhatinda railway.

number of miles travelled by trains during the year ending the 31st of December 1889.

TRAFFIC.			NUMBER OF TRAIN-MILES RUN.					RAILWAY.	Serial number.
Miscellaneous coaching vehicles (excluding brakes.)	Goods vehicles of all descriptions (excluding brakes.)	Brake-vans.	Passenger.	Goods.	Mixed.	Total passenger and goods.	Number of train-miles per mean mile worked.		
								State Lines worked by Companies.	
183	8,954	341	3,586,116	4,840,668	2,853,277	8,426,784	5,100·90	EAST INDIAN (*a*)	I
...	...	...	...	...	...	...	...	PATNA-GYA	II
...	...	...	11,167	15,851	26,280	27,018	750·50	BAREILLY-PILIBHIT	III
6	1,298	68	139,437	369,777	255,132	509,214	1,748·01	BENGAL-NÁGPUR	IV
(*d*)57	(*e*)1,168	(*e*)67	542,106	510,336	435,133	1,052,442	1,677·58	INDIAN MIDLAND (*b*)	V
...	...	...	...	...	...	...	...	BHOPAL-ITÁRSI (BRITISH SECTION)...	V
160	7,244	279	2,007,202	4,296,579	2,248,899	6,303,781	3,781·53	RAJPUTANA-MALWA	VII
...	...	...	...	...	...	...	...	DHOND-MANMÁD	VIII
59	4,552	159	820,156	1,074,771	930,439	1,894,927	1,686·49	SOUTHERN MAHRATTA	IX
...	...	...	...	...	...	...	...	SOUTHERN MAHRATTA, MYSORE SECTION.	X
...	...	...	...	...	...	...	...	BEZVÁDA EXTENSION	XI
5	210	8	94,036	48,957	133,259	142,993	1,724·05	VILLUPURAM-GUNTAKAL ...	XII
470	23,426	922	7,207,220	11,156,939	6,882,419	18,364,159	3,348·45	TOTAL.	
								State Lines worked by the State.	
223	9,866	504	2,496,282	5,250,156	2,837,719	7,746,438	3,250·29	NORTH WESTERN (*c*)	XIII
...	...	...	...	...	...	...	...	AMRITSAR-PATHÁNKOT ...	XIV
35	4,369	120	998,633	1,159,659	1,100,307	2,158,292	3,116·44	OUDH AND ROHILKHAND ...	XV
7	255	12	80,540	80,755	153,300	161,295	1,542·16	LUCKNOW-SITAPUR-SIHRÁMAU ...	XVI
16	889	31	256,884	312,954	449,777	569,338	2,087·32	TIRHOOT	XVII
111	3,515	111	1,165,481	1,501,360	1,274,786	2,666,841	3,759·61	EASTERN BENGAL	XVIII
railway	...	...	186,840	116,604	248,552	303,444	2,427·36	BENGAL CENTRAL	XIX
...	28	2	29,704	19,518	39,785	49,222	1,806·31	NALHÁTI	XX
...	404	4	20,321	67,035	65,700	87,356	1,941·24	WARDHA COAL	XXI
...	139	...	1,637	15,814	13,575	17,451	2,326·80	CHERRA-COMPANYGANJ ...	XXII
...	70	...	9,750	12,642	19,541	22,392	812·19	JORHÁT	XXIII
38	2,803	112	728,783	695,190	621,679	1,423,973	2,662·73	BURMA (*f*)	XXIV
...	...	...	...	...	...	...	...	TOUNGOO-MANDALAY	XXV
430	22,338	896	5,974,855	9,231,687	6,824,821	15,206,542	3,084·55	TOTAL.	
900	45,764	1,818	13,182,075	20,388,626	13,707,240	33,570,701	3,223·53	CARRIED OVER.	

(*a*) Includes 13 postal vans.
(*b*) Includes 3 attendants' carriages.
(*c*) 50 upper class and 13 officers' carriages.
(*d*) Lower class.
(*e*) 9 upper class carriages, 1 inspection carriage and 1 family carriage.
(*f*) 2 third class (bogie) and 2 composite (1st and 3rd class carriages.)
(*g*) Includes the Toungoo-Mandalay extension.

Statement showing the number of engines and vehicles used in conveying traffic and the

Serial number.	RAILWAY.	Gauge.	Mileage open on the 31st of December 1889.	NUMBER OF ENGINES AND VEHICLES USED IN CONVEYING						
				Engines.	CARRIAGES.					
					1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Composite.	Total number.
	BROUGHT FORWARD ...	...	10,718·18	2,499	531	500	286	4,077	537	5,931
	Lines worked by Guaranteed Companies.									
XXX	GREAT INDIAN PENINSULA (*a*) ...	Standard	1,446·74	570	87	150	...	553	73	863
XXXI	BOMBAY, BARODA AND CENTRAL INDIA (*b*).	,,	460·90	127	25	42	47	234	22	370
XXXII	MADRAS	,,	839·30	151	40	72	...	327	33	472
XXXIII	SOUTH INDIAN (*c*)	Metre	662·44	124	21	87	...	348	26	422
	TOTAL ...	...	3,409·38	972	173	291	47	1,462	154	2,127
	Assisted Companies.									
XXXIV	TÁRAKESHWAR	Standard	Worked by the East Indian railway					...	...	...
XXXV	DEOGHUR	Metre	4·79	2	...	...	8	...	2	10
XXXVI	DARJEELING-HIMALAYAN ...	2′ 0″	51·00	16	14	16	...	12	1	43
XXXVII	BENGAL AND NORTH-WESTERN ...	Metre	376·00	60	8	...	9	(*d*)118	21	156
XXXVIII	ROHILKHAND-KUMAUN ...	,,	55·00	8	13	...	3	26	1	43
XXXIX	DIBRU-SADIYA	,,	78·00	11	1	...	7	...	5	13
XL	THATÓN-DUYINZÁIK	2′ 6″	8·00	3	2	...	...	5	1	8
	TOTAL ...	...	572·79	100	38	16	27	161	31	273
	Native States Lines worked by Companies.									
XLII	KHÁMGAON	Standard	Worked by the Great Indian Peninsula railway						...	...
XLIII	AMRÁOTI									
XLIV	BHOPAL-ITÁRSI (NATIVE STATES SECTION.)	,,	Worked by the Indian Midland railway					...	...	...
XLV	THE NIZAM'S GUARANTEED STATE (*e*)	,,	350·67	30	13	10	...	58	6	87
XLVI	THE GAEKWAR'S DABHOI ...	2′ 6″	58·85	6	...	(*g*) 8	...	(*h*)22	...	30
XLVII	THE GAEKWAR'S MEHSÁNA ...	Metre	27·73	Worked by the Rajputana Malwa railway					...	...
	TOTAL ...	...	437·25	36	13	18	...	80	6	117
	Native States Lines worked by the State.									
XLIX	RÁJPURA-BHÁTINDA (*i*) ...	Standard	107·94	Worked by the North Western railway					...	...
	TOTAL ...	...	107·94	...	...	...	...	...	...	...
	Native States Lines.									
LI	JODHPORE	Metre	124·00	5	5	2	...	23	3	33
LII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	,,	(*j*) 328·98	28	19	12	...	102	5	138
LIII	MORVI	2′ 6″	68·00	10	...	(*k*)8	...	(*k*)16	...	24
	TOTAL ...	...	520·98	43	24	22	...	141	8	195
	Foreign Lines.									
LV	WEST OF INDIA PORTUGUESE ...	Metre	51·09	12	2	2	...	16	2	22
LVI	PONDICHERRY	,,	Worked by the South Indian railway					...	...	...
	TOTAL ...	...	51·09	12	2	2	...	16	2	22
	Total of all Railways ...	...	15,317·61	3,662	781	849	360	5,937	738	8,665

(*a*) Includes the Dhond-Manmád, Khámgaon and Amráoti railways.
(*b*) Includes the Pátri branch.
(*c*) Includes the Pondicherry railway.
(*d*) Includes 6 combined 3rd class and postal vans.
(*e*) Includes the Bezváda extension.

number of miles travelled by trains during the year ending the 31st of December 1889—concld.

TRAFFIC.			NUMBER OF TRAIN-MILES RUN.					RAILWAY.	Serial number.
Miscellaneous coaching vehicles (excluding brakes.)	Goods vehicles of all descriptions (excluding brakes.)	Brake-vans.	Passenger.	Goods.	Mixed.	Total passenger and goods.	Number of train-miles per mean mile worked.		
900	45,764	1,818	13,182,075	20,388,626	13,707,240	33,570,701	3,223·53	BROUGHT FORWARD.	
								Lines worked by Guaranteed Companies.	
152	7,737	596	3,064,682	5,206,819	699,414	8,271,501	5,728·50	GREAT INDIAN PENINSULA (*a*) ...	XXX
38	3,604	84	1,240,758	1,075,686	87,982	2,316,444	5,025·91	BOMBAY, BARODA AND CENTRAL INDIA. (*b*)	XXXI
100	2,949	151	1,053,634	1,317,213	846,930	2,370,897	2,824·82	MADRAS	XXXII
42	2,174	97	887,296	1,160,363	839,165	2,047,659	3,091·09	SOUTH INDIAN (*c*)	XXXIII
332	16,464	918	6,246,420	8,760,081	2,473,491	15,008,501	4,405·16	TOTAL.	
								Assisted Companies.	
...	...	...	...	...	...	...	...	TÁRAKESHWAR	XXXIV
...	8	2	...	...	13,196	13,196	2,754·91	DEOGHUR	XXXV
4	131	...	38,372	87,886	...	126,258	2,475·49	DARJEELING-HIMALAYAN ...	XXXVI
7	1,150	36	305,104	447,166	614,260	752,270	2,000·72	BENGAL AND NORTH-WESTERN ...	XXXVII
2	181	12	33,504	34,184	55,714	67,688	1,010·27	ROHILKHAND-KUMAUN ...	XXXVIII
1	373	12	38,146	82,052	57,220	120,198	1,541·00	DIBRU-SADIYA	XXXIX
...	37	1	4,992	5,608	...	10,600	1,325·00	THATÓN-DUYINZÁIK	XL
14	1,885	63	420,118	656,896	740,390	1,060,210	1,864·28	TOTAL.	
								Native States Lines worked by Companies.	
...	...	...	...	...	...	...	...	KHÁMGAON	XLII
								AMRÁOTI	XLIII
...	...	...	...	...	...	...	...	BHOPAL-ITÁRSI (NATIVE STATES SECTION.)	XLIV
13	(*f*) 639	44	259,916	341,106	300,554	601,022	1,723·11	THE NIZAM'S GUARANTEED STATE (*e*)	XLV
...	187	6	33,275	27,226	43,253	60,501	1,028·05	THE GAEKWAR'S DABHOI ...	XLVI
...	...	...	13,332	8,721	19,710	22,053	795·28	THE GAEKWAR'S MEHSÁNA ...	XLVII
13	826	50	306,523	377,053	363,517	683,576	1,570·07	TOTAL.	
								Native States Lines worked by the State.	
...	...	...	13,727	18,917	19,408	32,644	1,379·71	RÁJPURA-BHÁTINDA (*i*) ...	XLIX
...	...	...	13,727	18,917	19,408	32,644	1,379·71	TOTAL.	
								Native States Lines.	
3	100	4	64,460	50,394	111,272	114,854	926·24	JODHPORE	LI
6	800	30	271,110	202,478	193,967	473,588	1,723·96	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	LII
5	111	4	46,490	29,014	49,640	75,504	1,110·35	MORVI	LIII
14	1,011	38	382,060	281,886	354,879	663,946	1,422·61	TOTAL.	
								Foreign Lines.	
2	115	9	51,326	78,873	29,348	130,199	2,548·42	WEST OF INDIA PORTUGUESE ...	LV
...	...	...	...	...	...	...	...	PONDICHERRY	LVI
2	115	9	51,326	78,873	29,348	130,199	2,548·42	TOTAL.	
1,275	66,065	2,896	20,602,249	30,562,332	17,688,273	51,177,777	3,327·01	**Total of all Railways.**	

(*f*) Includes four wagons employed on construction work.
(*g*) Upper class.
(*h*) Lower class.
(*i*) From the 13th of October to the 31st of December 1889.
(*j*) Excludes 3·24 miles (Bhavnagar Dock estate, 0·39 mile, and Junágarh Quarry lines, 2·85 miles) constructed and maintained by the States themselves.
(*k*) Four upper class and four saloons.

CHAPTER XII.

Flood damages.

The following were the principal flood damages on open lines of railway during 1889:

Bengal-Nágpur Railway.

2. Very heavy rain fell on the 1st, 2nd and 3rd of July which so softened the banks between miles 238 and 241, that the whole road for a distance of nearly 3 miles sank under the weight of the up mail of the 4th of July to such an extent as to necessitate closing the line for repairs. Arrangements were at once made for the transhipment of mails and passengers. The subsidence was so serious that the traffic which was stopped on the afternoon of the 4th, was not resumed again until the afternoon of the 12th.

During the first week of August there was continuous and heavy rain, in consequence of which the Sheonath No. 1 and Kumhári banks at mileages 160 and 180·9 failed entirely. Passengers and mails had to be transhipped at both these places. The embankments were so seriously injured that the road over the Kumhári bank was not fit for running over till the 12th, whilst traffic on the Sheonath bank was resumed only on the 24th of August.

North Western Railway.

3. During the early part of the year the line was more or less damaged in several places by floods caused by the heavy rainfall. In April, owing to unprecedented rain, a breach, some 250 feet long, was made in a 12-feet bank at mile 246 in the Rawalpindi district. At the same time the south abutment of a bridge, 2 spans of 40 feet, was scoured out and fell. Traffic was interrupted for two days, after which diversions were opened past the breaks. Additional water ways have since been built to make the line safe at these points. In April heavy rain fell throughout the Quetta district, causing considerable damage to banks, catch-water drains, &c., principally in the cuttings approaching the Pishin-Lora bridge, mile 288, and at Kila-Abdulla, where the station yard was flooded. In the Harnáí district the line between Khost and Dirgi was greatly damaged by heavy rain on the 16th of June, and the high bank near Mudgorge was seriously threatened and sank considerably. On the 27th of June, the diversion over the Patiála *nullah* failed, and traffic over the Patiála branch was stopped for about twelve hours, by which time the new bridge of 4 forty-feet girders was opened. But by far the most serious damages to the line were caused by the floods of July and August.

The following is a brief statement of the damage done:

Saháranpur district.—On the 7th of July very heavy rain fell throughout the district, and all *nullahs* and rivers ran in full flood. At Jagádhri station mile 217⅞ near the south facing points, and at the same place as the breach occurred last year, about 70 feet of bank was scoured out to a depth of 10 feet.

Lahore district.—Heavy rains on the 12th and 13th of July, principally in the Beas valley, caused a great flood in the Sutlej at Ferozepore, and the right bank protection works were severely attacked. The two uppermost spurs were carried away, the main *bund* was breached, and about 1½ miles of old permanent-way lost in the river. No interruption to traffic occurred.

Rawalpindi district.—On the 7th of July, very heavy rain again fell throughout the district, and at mile 200 between Sarai Kála and Hasan Abdál a subsidence occurred in a 35-feet bank, where a 20-feet head of water was ponding up against it. The engine and tender and four leading wagons of an up goods train sank into the bank; two wagons were wrecked and two others damaged. The breach was repaired within 24 hours.

The temporary diversion at mile 246¾ failed first on the 7th, again on the 8th, and for the third time on the 11th of July. Breaches having been of constant occurrence at this mileage; and also at mile 246, extra waterways were put in at both places, and opened on the 12th of July.

Sind-Sagar district.—On the 5th of July very heavy rain fell, and the country between miles 90 and 96 became flooded. At mile 95 in a dip between Lilla and Dhák, several wagons attached to a down goods train were derailed. The wagons were re-railed within a few hours, but owing to the road being slushy, traffic was stopped till the next day.

The Dera Gházi Khan branch was first breached on the 3rd of July at mile 7 near Gházi Ghat, when a gap of 30 feet was made behind an abutment of a 30-feet bridge and the bank was cut away in many places. On the 8th of July, a second wash-away occurred and both approaches to a 20-feet span bridge, in all 133 feet in length, were washed away, the water running through the bridge at the rate of 14 miles an hour. On the 9th of July again a 45-feet breach occurred behind the abutment of a bridge of 2 spans of 20 feet, and another of 30 feet at mile 7. On the same day the line between Darya Khan and Shah Alam was breached in several places. Owing to constant rises of the Indus the line could not be restored until after the floods had subsided towards the end of July; trains recommenced running on the 10th of August. Additional water way aggregating 300 feet has been provided.

Sukkur district.—The Mithrani bund, under the protection of which the line between Naundero and Bákráni was constructed, was breached on the 27th of June. The water reached the railway bank on the 29th of June, and on the night of the 30th, four inches of rain fell and cut away the bank in several places. Stone was poured into the wash-outs, and the water prevented from gaining headway. But as the town of Lárkhána was threatened with destruction had the water risen higher, temporary bridges were made at miles 321, 323, 327, 328 and 329, and the line was cut at the sites of these bridges to pass the water through. Permanent bridges have since been provided to make the line safe at these places.

On the 5th of July the line between Lindsay and Mithri was breached owing to heavy rain, but was repaired without any delay to traffic. On the 12th of July very heavy rain fell near Bell-pat, and two feet of water passed over the dip at the 94th mile. From mile 93 to 94 and 96 to 97 heavy scours took place. Communication was finally restored on the 15th of July. On the 21st of July, the line was again breached between Lindsay and Nuttall, and passengers and mails had to be transhipped. The damages were repaired by the 22nd, and through traffic resumed, but the flood water did not begin to subside till the 17th of August and continued to give trouble up to the 28th of August. Protection works necessary to ensure the safety of the desert line from future floods have been provided.

Kurrachee district.—On the 1st of July the Malir river came down in flood, washing over the rails and scouring out the earthwork in the diversion along the bed of the river, which had been constructed to admit of the bridge being examined. Communication was restored over the bridge, and points were put in at the south end of the diversion to admit of either the bridge or the diversion being used at short notice and without having to cut the line. The diversion was repaired and re-opened on the 4th of July after the flood had subsided, but was attacked by a second flood on the 13th which covered the rails to a depth of 3 feet, and the traffic was again diverted on to the bridge. The diversion was re-opened on the 16th of July.

The Phulji Branch which is a fair weather line was flooded on the 7th of July, and remained blocked for about one month.

Quetta district.—In July owing to heavy rainfall in the Khwaja-Amran range the Kila-Abdulla yard was flooded, and the bridge at mile 304 was topped, and one of its piers scoured out. Several breaches were also caused in the banks between Yarú Karez and Gulistán. The rains in the same month flooded Khanai station yard, and breached the bank between Khanai and Kachh Kotal and caused considerable damage between Khanai and Bostán. Heavy rainfall on the hills east of Quetta flooded the station yard, breached the approach bank to the bridge north of the Quetta station, and damaged the military sidings.

Sharigh district.—In July floods and rains caused several breaches throughout the district, destroyed or underscoured the foundations of several of

the retaining walls and swept away the bank and pitching in several places, besides destroying or seriously damaging several of the bridges.

In August again owing to heavy rain the line was breached at no less than fourteen places between miles 180 and 243.

Bolan district.—On this district rain commenced to fall on the 29th of June and continued with short intervals till the 4th of July. The line sustained serious damage near Hirók, Mach and Ab-i-gum, having been almost entirely wrecked in several places. The approach of the Hirók bridge was swept away for 250 feet. The station yards also sustained considerable damage, the pointsmen's huts at Dózán, Hirók and Mach having been destroyed, and also the water column and signals at the last named station.

Heavy rain commenced again on the 8th and continued till the 12th of August. The high level line between Hirók and Kotál was still further damaged and half a mile of 4 inch piping destroyed, the water supply from Hirók being thus cut off for 15 days. The line between Quetta and Kolpur was breached in 35 places, the Hirók bridge was completely wrecked, and all the dips between Kirtá and Pirchowki, except the crossings immediately below Kirtá and Kundlání, were swept away.

The heavy rainfall over such a large area resulted on the 11th of August in the highest recorded flood through the Kundlání gorge and this increased the heavy damage already done to the line.

Oudh and Rohilkhand Railway.

4. On the 26th of August the Ganges at Benares was at the highest level attained since 1875, and this flood caused the failure of the foundations of the Military block house at the right abutment of the "Dufferin" bridge on the 28th of August, causing interruption to through traffic. The block house was dismantled, and through communication restored in eight days.

At the Ramgunga bridge near Bareilly the river nearly breached the railway by setting against the embankment on the west side of the bridge. There was also considerable erosion on the east bank; no actual breach of communication, however, occurred. Works are now in progress and considerable expenditure is being incurred to stop further encroachments of the river.

Heavy rains occasioned a slight stoppage of traffic by flooding the cutting north of Landhaura on the 7th of July, but the delay was unimportant and works since carried out at a trifling expense will, it is hoped, prevent the recurrence of a similar incident.

Tirhoot State Railway.

5. Heavy floods occurred during the rains of 1889, which caused great damage to the line, especially between Jhanjharpur and Bháptiáhi, where, besides serious scour at many of the small culverts, a bridge at mile 64 totally collapsed, which necessitated the erection of a temporary bridge to prevent the stoppage of traffic. A new pier was built for the Dhanauti bridge at mile 118, in place of the old cast-iron cylinder pier, which also showed signs of giving way.

Eastern Bengal State Railway.

6. This line was severely tried by extraordinary floods during the year. The Laltikuri *bund* was breached and the water rose to within 2 feet 7 inches of the rails at Bogoola; the breach in the *bund* was not of so serious a nature as that which occurred in 1885, and the largely increased waterway provided on this section of the line in 1887-88, on this occasion, saved the railway embankment from being breached.

On the Goalundo extension, from mile 116 to 120, special precautions were taken to protect the line, and although at one time the rails were submerged for two miles near Kumárkháli, no damage was done and the traffic was carried on without interruption. At mile 131, however, the abutment of a small culvert was undermined but no interruption to traffic was caused. Several of the bridges were slightly damaged by the floods and it has been decided to raise the line between miles 116 and 121 and also between miles 138 and 141½.

At Sára the whole yard at the ghát was under water for a time, and great inconvenience to traffic working was thus caused.

On the Behar section the floods were exceptionally high and almost all the bridges between miles 56 and 75, with the exception of that over the Mahanuddi, were badly scoured and for a time in danger. One of the bridges on the 67th mile was all but carried away but was saved by a very liberal use of stone. At this point traffic was stopped and passengers and mails had to be transhipped for 10 days. The effect of the floods will in future, be lessened by the provision of 800 feet additional waterway and by a more efficient system of protecting the pier abutments of the bridges and the ends of the embankments near them.

The Kaunia-Dharlla line was breached near Jatrapur, but the damage was repaired without great inconvenience.

On the unopen section of the Assam-Behar line the floods caused some scour at all the bridges, and the line had to be cut in several places to save them. Increased waterway is being provided.

Nalháti State Railway.

7. On the 31st of August the river Bhagirathi was unusually high (about an inch below the rail level at Azimganj station yard), and its west bank was breached about a mile below Azimganj which caused a flood at the Azimganj station premises and at the 27th and 28th miles of the line. On the 12th of September owing to heavy rain, about 300 feet of line on the 19th mile near culvert No. 39 was flooded. This caused but little damage to the line, and no interruption to traffic.

Burma State Railway.

8. The line was breached between the 298th and 299th miles of the Toungoo-Mandalay extension by the bursting of a tank. This accident rendered necessary the transhipment of passengers for a few days till communication was restored by relaying the line on sleeper stacks. An additional opening of 20 feet span has been provided.

Madras Railway.

9. On the 16th of October a cyclone crossed the northern division of the Madras railway, which was damaged in five places by the severe floods resulting from the heavy rainfall bursting numerous tanks. The overfilling and ultimate breaching of the Rayalcheru tank scoured the railway embankment and washed away ballast and pitching at miles 239 and 244. The injury was comparatively slight and traffic was quickly resumed. 260 lineal feet of ballast were washed away at mile 266 where the line traverses the Pattacottacheru tank, and the embankment was in places scoured to a depth of 5 feet.

A bridge of 5 spans of 30 feet at mile 257 just beyond the north points of Gooty station, narrowly escaped being washed away. The water rose to within three inches of the underside of the girders and scoured away the backing of the south abutment on both sides, leaving the bank nearly vertical and the wingwalls exposed. On both approaches the bank on the down stream side was washed away to within a couple of feet or so of the rails. The upstream side of the bank also suffered, but as the bridge was constructed for a double line, there was some nine feet of bank clear of the rails left standing.

The unfloored bridge of 4 openings of 64 feet at mile 258/10 was wrecked. The flood rose to one foot below the bottom of the girders. The set of the current was apparently against the south abutment, the bank behind it being entirely washed away and the abutment itself undermined, so that it sank bodily 7 or 8 feet and partially fell over obliquely to the line. The pier next the abutment was scoured out and washed bodily away. The bridge was temporarily repaired and traffic restored four days after the accident.

The old Pennér bridge was totally disabled, but fortunately a few days after the new bridge had been opened for traffic. Piers Nos. 7, 9, 10, 11 and 13 were washed away, and some of the girders were carried a few miles below

the bridge. At the time the piers were demolished, the flood was 18 inches higher than in 1874, and the water had a head through the bridge of about 6 feet.

Bengal and North-Western Railway.

10. On the night of the 8th of August the villagers in the vicinity cut the line on the loop between the Ganges and Bunwar Chak, but the breach was noticed in time before much damage had been done.

Again on the evening of the 9th of August a large body of villagers assembled on the railway and cut the bank at the site of the bridge near Bunwar Chak which had been blocked up. This caused a serious breach which took nine days with large gangs of men working night and day to repair. It was not till the 18th of August that trains could be sent over the line to the Ganges ferry, and whilst the breach was open the trains had to run *viâ* Sonepore to the river. Some 37 of the villagers were prosecuted and punished.

The floods during the year were high and abnormal and continued for an unusual length of time, the rainfall having been upwards of 50 per cent. above the average.

Jodhpore State Railway.

11. The line was washed away at the 17th mile on two occasions causing slight delays to traffic. A flood in the Luni river stopped traffic on two days by submerging the low level bridge, but fortunately did no damage to the bridge itself.

CHAPTER XIII.

Accidents.

The following statement gives the total number of persons killed and injured in connection with railway working during the year, as compared with 1888:

STATEMENT No. 40.

	Passengers.						Railway servants or servants of Contractors.						Other persons.								Total all classes.	
	From causes beyond their own control.		From their own misconduct or want of caution.		Total.		From causes beyond their own control.		From their own misconduct or want of caution.		Total.		Whilst passing over railways at level crossings.		Trespassers and suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1888 ...	5	37	37	119	42	156	36	104	156	495	192	599	12	11	219	77	17	9	248	97	482	852
1889 ...	34	167	38	133	72	300	25	84	140	531	165	615	14	15	259	82	24	12	297	109	534	1,024

The following are brief particulars of some of the more important accidents during 1889:

East Indian Railway.

2. On the 6th of July a down passenger train collided with an up goods train at Barharwara station, owing to the former train having been allowed to come in on the line on which the latter was standing. Four passengers were injured. The jemadar through whose fault the accident occurred was prosecuted.

On the 27th of October a down mail train, on leaving Háthras Road junction station was turned into a dead siding, and the engine ran into the dead buffer at the end of the siding and down an embankment 4 feet in height. The women's carriage immediately behind the front brake was broken up; and seventeen passengers were killed and 29 injured. Serious damage was done to the rolling stock. The pointsman in fault was sentenced to one year's rigorous imprisonment.

Indian Midland Railway.

3. On the 18th of June a mixed train of 25 vehicles from Túndla to Jhánsi, whilst running at 20 miles an hour, was derailed at mileage 112-113 between Antri and Dabra. The derailment appears to have commenced with the thirteenth vehicle from the engine, followed by the wagon in front of it and the rest of the train in its rear in the following order, *viz.*, 4 wagons, 1 brake, 1 luggage van, 5 passenger carriages and 1 brake; 14 vehicles in all. Of these, 3 were slightly damaged, and 10 wagons and 1 brakevan badly damaged. None of the passengers were injured but the second guard was slightly bruised. The damage to the rolling stock was estimated at Rs. 18,750 and to the permanent-way at Rs. 912.

On the 5th of October a mixed train was derailed at the facing points in the Jhánsi station yard, caused by the points being moved as the engine was passing over them at a speed of about 15 miles an hour. No person was injured. The damage done to the permanent-way was estimated at Rs. 1,200 and to the rolling stock at Rs. 180.

Rajputana-Malwa State Railway.

4. The right hand journal of a wagon of a goods train broke on the 12th of April at mileage 350 between Sojat Road and Dhareshwar, owing to a flaw in the metal, and 10 wagons were derailed.

On the 18th of May a down goods train, instead of stopping at Báwal to cross an up local, ran through the station and collided with the local train at mile 55·15, resulting in the derailment of the engine and some of the vehicles. The departmental enquiry showed that the driver and his fireman were both asleep. The cost of the damage to the engines and goods stock was Rs. 17,000. The driver and fireman of the goods train were slightly injured.

An up goods collided with a down goods train at mileage 418 near Mori on the 25th of May owing to the down train starting without line-clear, 9 wagons and the tender of the down train were derailed and turned over. Both the engines were seriously damaged, and 10 wagons were damaged. The assistant station master and guard were prosecuted, the first being sentenced to four months' simple imprisonment and a fine of Rs. 50, and the guard to simple imprisonment for two months.

Southern Mahratta Railway, Mysore section.

5. On the 25th of December an up goods train overran Yeliyúru station, and entered the catch-siding through which it ran knocking down the buffer stop. The engine and tender and a timber truck were derailed; a third class carriage was thrown on its side across the main line and a covered goods wagon thrown to the right of the catch-siding. The accident was caused by the guard having failed to apply his brake properly.

North Western Railway.

6. On the 13th of January at Kallúr Kot station, an up mixed train collided with a down ballast train, due to the driver of the mixed train running into the station against signals. One passenger was killed, and four passengers and one railway servant were injured. The damage to rolling stock was estimated at Rs. 7,000.

On the 9th of April, on the second bridge south of Sanarí station, three wagons, one brakevan and the rear engine of an ascending goods train were derailed. One of the wagons after being dragged and ploughing up the permanent-way on the bridge for a distance of 30 feet, fell over the right hand side of the bridge into the bed of the *nullah*. Considerable damage was done to the rolling stock and permanent-way. The line was blocked from the 9th to the 13th of April.

On the 25th of June three vehicles were blown away from the Lahore yard towards Meean Meer east and collided with an up local train near the distant signal, derailing one third class carriage and blocking the line for three hours.

On the 27th of July a down goods train while entering Naundero station ran into another down goods train then standing in the yard, causing one brakevan, a covered wagon and a truck to be completely smashed. The European guard in charge of the standing train and a station porter were killed. The accident was reported to be due to the driver of the former train running against signals. He was prosecuted and convicted by the Magistrate to six months' rigorous imprisonment, but was discharged on appeal for want of sufficient evidence.

On the 31st of August a down goods train collided with an up goods train in the Piprí station yard. The engine of the former train was derailed. Both the engines and two bogie wagons were considerably damaged; 17 other vehicles also were slightly damaged.

On the 4th of September the tender of the leading engine with two bogies and seven wagons of an up goods train were derailed at mile 145 between Nári and Tanduri. The cause of derailment could not be definitely ascertained. The brakesman was slightly injured. The rolling stock and permanent-way were considerably damaged.

On the 4th of September the engine of a down goods train and three loaded wagons were derailed at a bridge near Petáro station, where permanent-way gangmen were at work, and had taken out two rails from the bridge. It was reported that the sub-inspector of maintenance in charge had not been advised of the running of the train in question: also that danger signals had not been

exhibited by him at a sufficient distance to admit of the train being stopped in time. Three wagons and the engine were damaged.

On the 24th of December the engine and seven coaching vehicles of a down passenger train were derailed at mile 143¼ between Gujar Khan and Mandra, due to a large piece of rock falling down from a cutting which was being widened, the rock having fallen on to the line after the men had left work. About 50 yards of the permanent-way and also the engine and rolling stock were damaged.

Eastern Bengal State Railway.

7. There was one very serious accident on the 15th of April, when an up mixed train was caught in a tornado on a bridge at mile 23, a short distance north of Madhnagar station, and blown off the line: with the exception of the engine and tender, one third class carriage and the rear brakevan, the whole of the train, consisting of an engine and tender, 11 coaching vehicles, 19 goods wagons and a brakevan was derailed, 10 vehicles fell into the stream and 19 on the embankment. Seven passengers were killed and 80 passengers were more or less injured, while considerable damage was done to the rolling stock. The permanent-way and the bridge itself were uninjured.

On the 9th of July two buffaloes were run over by a down passenger train between Forbesganj and Arariyá stations, on the Assam-Behar section. The speed of the train is said to have been 15 miles an hour. The accident occurred near a bridge between mileage 140 and 141, resulting in the derailment of three third class carriages attached next to the engine. The damages were slight and the consequences of the derailment were far less serious than might have been expected: none of the passengers in the derailed carriages were injured.

On the 22nd of July an East Indian railway goods train from Ásansol *viá* Naihátí was run into by the Eastern Bengal State railway mail train from Khoolna at the Dum-Dum junction station, where the Eastern and Central sections of the Eastern Bengal State railway are connected. The result of the collision led to no serious injury to any passenger. The Eastern Bengal State railway engine and three carriages were derailed. Some of the East Indian railway vehicles were also derailed but the injuries to them were slight. The permanent-way suffered considerably for a length of about a 100 yards, and two Eastern Bengal railway timber trucks were badly damaged. The driver of the East Indian railway train was held responsible for the accident; he came within the distant signal which, as well as the home signal, was against him, and fouled the crossing over which the Khoolna mail was about to pass.

On the 27th of October a flat loaded with goods was sunk on the Gorai, near Kooshtea, owing to a heavy squall. A small portion of the cargo only was recovered.

Great Indian Peninsula Railway.

8. On the 12th of February three passengers were injured by a down passenger train running into Nándgaon station siding, and colliding with a ballast train, owing to the points having been locked for the siding by mistake.

On the 17th of April the transhipshed at Nágpur was destroyed by fire which originated from an explosion of matches and fireworks. One wagon was burnt, also a considerable quantity of goods. The damage done was estimated at Rs. 50,000.

A serious collision took place at Lonávla on the 4th of May between a goods train and a shunting engine. Considerable damage was done to the stock, and a drover who was travelling in a covered goods wagon loaded with sheep was killed, three others being injured.

On the 18th of July four third class and one second class carriage of a down passenger train were derailed on a diversion at mileage 327·15 between Nándúra and Jalamb on the Nágpur branch, owing to the spreading out of the road. Twenty two third class passengers were injured but none seriously. The damage to the way and stock was estimated at Rs. 9,200.

Madras Railway.

9. What might have been a serious accident occurred at Jalárpet during shunting on the 1st of April, when twenty eight wagons ran out of the station for a distance of 16 miles. The pointsman, instead of turning the wagons on to the catch siding, set the points for the main line. The wagons were eventually brought up by a reverse gradient.

Accidents to trains.

10. An abstract of the accidents to trains during 1889 is given below:

STATEMENT No. 41.

Serial number.	CLASS OF ACCIDENTS.	NUMBER OF ACCIDENTS.		DURING 1889.					
				NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL.	
		1888.	1889.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains, or parts of passenger trains	7	7	...	...	...	...	...	...
2	Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line, ...	47	43	1	15	...	7	1	22
3	Collisions between goods trains or parts of goods trains	75	93	2	4	2	5	4	9
4	Collisions between light engines	12	13	...	...	1	...	1	...
5	Passenger trains or parts of passenger trains leaving the rails	105	71	24	131	...	1	24	132
6	Goods trains, or parts of goods trains, engines, &c., leaving the rails	359	333	...	...	...	3	...	3
7	Trains or engines travelling in the wrong direction through points	50	42	...	...	...	2	...	2
8	Trains running into stations or sidings at too high a speed	15	11	...	...	...	1	...	1
9	Trains running over cattle on the line ...	1,221	1,295	...	1	...	...	...	1
10	Trains running over obstructions on the line ...	122	121	(a) 2	(b) 8	1	1	3	9
11	Trains running through gates at level crossings ...	54	48	...	1	...	1	...	2
12	The bursting of boilers of engines ...	5	..	...	...	...	...	...	...
12(a)	The bursting of tubes, &c., of engines ...	77	99	...	...	...	1	...	1
13	The failure of machinery, springs, &c., of engines...	231	246	...	...	...	...	...	...
14	The failure of tyres	13	5	...	...	...	...	...	...
15	The failure of wheels	1	4	...	...	...	...	...	...
16	Ditto of axles	79	94	...	...	...	1	...	1
17	Ditto of brake apparatus	2	7	...	...	...	...	...	...
18	Ditto of couplings	180	171	...	...	...	...	...	...
19	Ditto of tunnels, bridges, viaducts, culverts, &c.	2	2	...	...	...	...	...	...
20	Broken rails	34	47	...	...	...	...	...	...
21	The flooding of portions of permanent-way ...	79	135	...	...	...	...	...	...
22	Slips in cuttings or embankments	20	31	...	...	...	...	...	...
23	Fire in trains	167	148	...	...	...	...	...	...
24	Fire at stations, or involving injury to bridges or viaducts	47	40	...	...	2	...	2	...
25	Other accidents	248	207	1	3	1	7	2	10
	Total ...	3,252	3,313	(a) 30	(b) 163	7	30	37	193

The mean mileage open, train-mileage run and number of passengers in millions, excluding the West of India Portuguese railway, was 15,331, 51,047,578 and 110⅔ respectively, against 14,379, 50,109,119 and 103⅓, respectively, during 1888.

The number of train accidents per 1,000 train-miles was 0·06. Twenty nine passengers were killed, being an average of one per 3⅘ millions of passengers travelling; 158 passengers were injured, or an average of one per $\frac{7}{10}$ million. From the total number of passengers killed and injured, *viz.*, 187, it would appear that an average of 25 millions of miles were travelled for each casualty.

(a) Of these one was not a passenger.
(b) Of these five were not passengers.

APPENDICES.

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(B) LENGTHS OF LINE SANCTIONED AND OPEN FOR TRAFFIC ON THE 31ST OF MARCH 1890. . . . . II—VI

(C) TOTAL APPROXIMATE EARNINGS FROM THE 1ST OF JANUARY TO THE 29TH OF MARCH 1890, AS COMPARED WITH THE CORRESPONDING PERIODS OF 1888 AND 1889 . . . . . VII—VIII

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Additions to open mileage from the 1st of April 1889 to the 31st of March 1890.

Serial No.	Railway and section.	Length in miles.	Date of opening.	Remarks.
	State Lines worked by Companies.			
IV	*Bengal-Nágpur—*			
	Ásansol to Diheka	6	12th June 1889... / 15th Dec. 1889...	Coal traffic. / Passenger and goods traffic.
	Diheka to Sanctória	7	12th June 1889 ...	Coal traffic.
	Diheka to Purulia	41	15th December 1889	Passenger and goods traffic
	Purulia to Chakardharpore ...	72	22nd January 1890	Goods traffic.
	Bilásput to Raigarh ...	83¼	10th Feb. 1890 ... / 24th March 1890	Goods traffic. / Passenger traffic.
V	*Indian Midland—*			
	Jhánsi to Mau Ránipur ...	40	5th June 1889 ...	
	Mau Ránipur to Bánda ...	78¾	1st August 1889 ...	
	Bína to Saugor	46½	5th June 1889 ...	
VII	*Rajputana-Malwa—*			
	Muttra to Brindaban ...	7½	26th August 1889	Passenger and goods traffic.
IX	*Southern Mahratta—*			
	Cumbum to Kistna River (opposite Bezváda)	123	3rd October 1889...	
X	*Southern Mahratta, Mysore section—*			
	Gubbi to Birur	76½	12th August 1889	
	Total ...	581		
	State Lines worked by the State.			
XIII	*North Western—*			
	Bridge over the Chenab at Sher Shah	¾	1st February 1890	Passenger and goods traffic.
	Kurrachee City to Kiamari ...	3½	16th June 1889 ...	Goods traffic.
XVIII	*Eastern Bengal (Assam-Behar section)—*			
	Katihár to Ráyganj	37	1st July 1889 ...	Passenger and goods traffic.
	Kasbá to Forbesganj	36½		
	Total ...	77½		
	Native States Lines worked by the State.			
XLIX	*Rájpurá-Bhátinda—*			
	Patiála to Bhátinda... ...	92¼	13th October 1889	
L	*Jammu and Kashmir—*			
	Siálkot to the left bank of the Tawi river near Jammu ...	(a) 24½	13th March 1890...	
	Total ...	116¾		Passenger and goods traffic.
	Native States Lines.			
LII	*Bhávnagar-Gondal-Junágarh-Porbandar.*			
	Dhoráji to Porbandar ...	68¾	17th December 1889	
LIII	*Morvi—*			
	Vánkáner to Rájkot	25½	1st January 1890.	
		94		
	Grand Total ...	869½		

(a) Of this length, 8½ miles are in British territory.

Statement showing lengths of lines sanctioned and

Serial number.	RAILWAY.	Name of working company.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1888-89.
					Miles.
	State Lines worked by Companies.				
I	EAST INDIAN	East Indian railway ...	15th Aug. 1854 ...	Stand rd ...	1,513¼
II	PATNA-GYA	East Indian railway ...	21st Apl. 1879 ...	Standard ...	57¼
	DILDÁRNAGAR-GHÁZIPUR	.....	5th Oct. 1880 ...	Standard ...	12
III	BAREILLY-PILIBHIT	Rohilkhand-Kumaun railway	12th Oct. 1884 ...	Metre ...	36
IV	BENGAL-NÁGPUR	Bengal-Nágpur railway ...	6th Apl. 1880 ...	Standard ...	827
V	INDIAN-MIDLAND	Indian Midland railway ...	1st Apl. 1886 ...	Standard ...	679¼
VI	BHOPAL-ITÁRSI (BRITISH SECTION) ...	Indian Midland railway ...	1st June 1882 ...	Standard ...	13
VII	RAJPUTANA-MALWA	Bombay, Baroda and Central India railway.	14th Feb. 1873 ...	Metre ...	1,672½
VIII	DHOND-MANMÁD	Great Indian Peninsula railway.	15th Mar. 1878 ...	Standard ...	145½
IX	SOUTHERN MAHRATTA	Southern Mahratta railway	24th Mar. 1884 ...	Metre ...	1,041¾
X	SOUTHERN MAHRATTA, MYSORE SECTION	Southern Mahratta railway	1st Feb. 1881 ...	Metre ...	296¼
XI	BEZVÁDA EXTENSION	The Nizam's Guaranteed State railway.	10th Feb. 1889 ...	Standard ...	21½
XII	VILLUPURAM-GUNTAKAL	South Indian railway ...	15th Sept. 1887 ...	Metre ...	383¾
	TOTAL ...	.....	...	...	6,699
	State Lines worked by the State.				
XIII	NORTH WESTERN	.....	13th May 1861 ...	Standard ...	2,396½
XIV	AMRITSAR-PATHÁNKOT	.....	1st Jan. 1884 ...	Standard ...	64¾
XV	OUDH AND ROHILKHAND	.....	23rd Apl. 1867 ...	Standard ...	739¼
XVI	LUCKNOW-SITAPUR-SIHRÁMAU ...	.....	15th Nov. 1886 ...	Metre ...	124
XVII	TIRHOOT	.....	1st Nov. 1875 ...	Metre ...	273¼
XVIII	EASTERN BENGAL	.....	2nd Jan. 1862 ...	Standard / Metre ... / 2' 6"	770
XIX	BENGAL CENTRAL	.....	16th Oct. 1882 ...	Standard ...	125½
XX	NALHÁTI	.....	21st Dec. 1863 ...	4' 0"	27½
XXI	WARDHA COAL	.....	1st Feb. 1874 ...	Standard ...	46½
XXII	CHERRA-COMPANYGINJ	.....	16th June 1886 ...	2' 6"	15
XXIII	JORHÁT	.....	15th Dec. 1884 ...	2' 0"	30¾
XXIV	BURMA	.....	2nd May 1877 ...	Metre ...	335¾
XXV	TOUNGOO-MANDALAY	.....	11th July 1888 ...	Metre ...	223½
XXVI	SIND-PISHIN (CHAMAN EXTENSION) (*i*)	.....	...	Standard ...	27
XXVII	MIANWALI-MARI (*i*)	.....	...	Standard ...	...
XXVIII	JAMMU AND KASHMIR (BRITISH SECTION).	.....	13th Mar. 1890 ...	Standard ...	8¾
XXIX	MU VALLEY (*i*)	.....	...	Metre ...	...
	TOTAL ...	.....	...	...	5,207½
	Lines worked by Guaranteed Companies.				
XXX	GREAT INDIAN PENINSULA ...	.....	18th Apl. 1853 ...	Standard ...	1,288¼
XXXI	BOMBAY, BARODA AND CENTRAL INDIA	.....	10th Feb. 1860 ...	Standard ...	461
XXXII	MADRAS	.....	1st July 1856 ...	Standard ...	839½
XXXIII	SOUTH INDIAN	.....	15th July 1861 ...	Metre ...	654½
	TOTAL ...	.....	...	...	3,243

(*a*) Correction of mileage.
(*b*) Reduction due to the substitution of the standard gauge high level line for the metre gauge line between Hirók and Kotál; and also to correction of mileage.
(*c*) Constructed but not yet opened to traffic.
(*d*) Correction of mileage. The mileage shown excludes 2·12 miles of the old East Indian railway line into the East Indian railway Benares river station, taken over with the Benares branch, but not worked.
(*e*) In abeyance.

open for traffic on the 31st of March 1890.

Sanctioned during the year 1889-90.	Length of line sanctioned at the end of 1889-90.	Length opened during 1889-90.	Total length open on the 31st of March 1890.	Length laid with double line.	Length remaining to be finished.	RAILWAY.	Serial number.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	**State Lines worked by Companies.**	
...	(*a*) 1,525½	...	(*a*) 1,525½	474½	...	EAST INDIAN	I
...	57½	...	57½	...	...	PATNA-GYA	II
...	Transferred	to the East	Indian railway.			DILDÁRNAGAR-GHÁZIPUR.	
55	91	...	36	...	55	BAREILLY-PILIBHIT	III
...	827	209½	(*a*) 501	...	326	BENGAL-NÁGPUR	IV
...	(*a*) 677½	165	(*a*) 677½	...	...	INDIAN-MIDLAND	V
...	13	...	13	...	...	BHOPAL-ITÁRSI (BRITISH SECTION) ...	VI
...	(*a*) 1,671¾	7½	1,671¾	1½	...	RAJPUTANA-MALWA	VII
...	145½	...	145½	...	...	DHOND-MANMÁD	VIII
...	(*a*) 1,042	123	(*a*) 979	...	63	SOUTHERN MAHRATTA	IX
15½	(*a*) 311½	76½	(*a*) 296	...	15½	SOUTHERN MAHRATTA, MYSORE SECTION	X
...	21½	...	21½	...	...	BEZVÁDA EXTENSION	XI
63	446¾	...	(*a*) 83	...	363¾	VILLUPURAM-GUNTAKAL	XII
133½	6,829¾	581	6,006¾	475½	823	TOTAL.	
						State Lines worked by the State.	
...	(*b*) 2,389½	4	(*b*) 2,369	20½	(*c*) 20½	NORTH WESTERN	XIII
...	64¾	...	64¾	...	...	AMRITSAR-PATHÁNKOT	XIV
...	(*d*) 739½	...	(*a*) 692½	...	(*e*) 47	OUDH AND ROHILKHAND	XV
...	(*f*) 104½	...	(*a*) 104½	...	...	LUCKNOW-SITAPUR-SIHRÁMAU ...	XVI
65	338	...	(*a*) 273	...	65	TIRHOOT	XVII
...	(*g*) 774¾	73½	(*a*) 746½	29½	28¼	EASTERN BENGAL	XVIII
...	(*a*) 125	...	(*a*) 125	...	...	BENGAL CENTRAL	XIX
...	27½	...	27½	...	...	NALHÁTI	XX
...	46½	...	(*h*) 46½	...	...	WARDHA COAL	XXI
...	15	...	7½	...	7½	CHEBRA-COMPANYGANJ	XXII
...	30¾	...	30¾	...	...	JORHÁT	XXIII
...	335¾	...	333	9	2¾	BURMA	XXIV
...	(*a*) 220	...	220	...	...	TOUNGOO-MANDALAY	XXV
6	33	...	...	....	33	SIND-PISHIN (CHAMAN EXTENSION) (*i*)	XXVI
27	27	...	...	...	27	MIANWALI-MARI (*i*)	XXVII
...	(*a*) 8½	8½	8½	...	...	JAMMU AND KASHMIR (BRITISH SECTION).	XXVIII
150½	150½	...	...	...	150½	MU VALLEY (*i*)	XXIX
243½	5,430¼	86	5,043¾	40¾	381½	TOTAL.	
						Lines worked by Guaranteed Companies.	
...	1,288½	...	1,288½	414½	...	GREAT INDIAN PENINSULA ...	XXX
...	461	...	461	60	...	BOMBAY, BARODA AND CENTRAL INDIA	XXXI
...	839¼	...	839¼	42½	...	MADRAS	XXXII
...	654½	...	654½	...	...	SOUTH INDIAN	XXXIII
...	3,243	...	3,243	516¾	...	TOTAL.	

(*f*) In the previous statement 124 miles were shown as the sanctioned length. Of this length 19½ miles which form a part of the section from Gola Gokaran Nath to Pilibhit have now been included with the mileage shown against the Bareilly-Pilibhit State railway as sanctioned during 1889-90.

(*g*) Difference due to correction of mileage and inclusion of the Port Commissioner's line from Tolly's Nullah to Akra (4·63 miles).

(*h*) Includes 1½ miles to Pits' mouth.

(*i*) Under construction.

Statement showing lengths of lines sanctioned and

Serial number.	RAILWAY.	Name of working company.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1888-89.
					Miles.
	Assisted Companies.				
XXXIV	TÁRAKESHWAR	East Indian railway ...	1st Jan. 1885 ...	Standard ...	22¼
XXXV	DEOGHUR	.....	23rd Dec. 1882 ...	Metre ...	4¾
XXXVI	DARJEELING-HIMALAYAN ...	.....	23rd Aug. 1880 ...	2′ 0″	51
XXXVII	BENGAL AND NORTH-WESTERN ...	.....	2nd Apl. 1884 ...	Metre ...	510½
XXXVIII	ROHILKHAND-KUMAUN	.....	12th Oct. 1884 ...	Metre ...	54½
XXXIX	DIBRU-SADIYA	.....	October 1882 ...	Metre ...	77⅓
XL	THATÔN-DUYINZÁIK	.....	11th Feb. 1885 ...	2′ 6″	8
XLI	DELHI-UMBALLA-KALKA (*d*) ...	East Indian railway ...	...	Standard ...	162
	TOTAL ...	.....	...	...	890½
	Native States Lines worked by Companies.				
XLII	KHÁMGAON	Great Indian Peninsula railway.	4th Mar. 1870 ...	Standard ...	7⅓
XLIII	AMRÁOTI	Great Indian Peninsula railway.	16th Feb. 1871 ...	Standard ...	5⅓
XLIV	BHOPAL-ITÁRSI (NATIVE STATES SECTION)	Indian Midland railway ...	18th Nov. 1884 ...	Standard ...	44
XLV	THE NIZAM'S GUARANTEED STATE ...	The Nizam's Guaranteed State railway.	9th Oct. 1874 ...	Standard ...	489½
XLVI	THE GAEKWAR'S DABHOI ...	Bombay, Baroda and Central India railway.	8th Apl. 1873 ...	2′ 6″	71½
XLVII	THE GAEKWAR'S MEHSÁNA ...	Bombay, Baroda and Central India railway.	21st Mar. 1887 ...	Metre ...	64⅓
XLVIII	THE GAEKWAR'S PETLÁD (*d*) ...	.....	...	Standard ...	22⅓
	TOTAL ...	.....	...	...	704⅓
	Native States Lines worked by the State.				
XLIX	RÁJPURA-BHÁTINDA	North Western railway ...	1st Nov. 1884 ...	Standard ...	113⅓
L	JAMMU AND KASHMIR (NATIVE STATES SECTION).	North Western railway ...	13th Mar. 1890 ...	Standard ...	16
	TOTAL ...	.....	...	...	129½
	Native States Lines.				
LI	JODHPORE	.....	4th June 1882 ...	Metre ...	123¾
LII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	.....	20th Dec. 1880 ...	Metre ...	328¾
LIII	MORVI	.....	11th Mar. 1886 ...	2′ 6″	93
LIV	KOLHAPUR (*d*)	.....	...	Metre ...	28¾
	TOTAL ...	.....	...	...	574½
	Foreign Lines.				
LV	WEST OF INDIA PORTUGUESE ...	.....	17th Jan. 1887 ...	Metre ...	51
LVI	PONDICHERRY	South Indian railway ...	16th Dec. 1879 ...	Metre ...	7¾
	TOTAL ...	.....	...	...	58¾

(*a*) Reduction due to correction of mileage and to the exclusion of the line from Gorakhpur to Gházipur and Benares (134 miles), the Company having been relieved of their obligation to construct it.

(*b*) Correction of mileage.

open for traffic on the 31st of March 1890—contd.

Sanctioned during the year 1889-90.	Length of line sanctioned at the end of 1889-90.	Length opened during 1889-90.	Total length open on the 31st of March 1890.	Length laid with double line.	Length remaining to be finished.	RAILWAY.	Serial number.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
						Assisted Companies.	
...	22¼	...	22¼	...	...	TÁRAKESHWAR	XXXIV
...	4¾	...	4¾	...	...	DEOGHUR	XXXV
...	51	...	51	...	...	DARJEELING-HIMALAYAN... ...	XXXVI
7	(*a*) 383	...	(*b*) 376	...	7	BENGAL AND NORTH-WESTERN ...	XXXVII
...	(*b*) 55	...	(*b*) 55	...	...	ROHILKHAND-KUMAUN	XXXVIII
...	(*b*) 78	...	(*b*) 78	...	...	DIBRU-SADIYA	XXXIX
...	8	...	8	...	...	THATÔN-DUYINZÁIK	XL
...	162	...	...	...	162	DELHI-UMBALLA-KALKA (*d*) ...	XLI
7	764	...	595	...	169	TOTAL.	
						Native States Lines worked by Companies.	
...	7½	...	7½	...	...	KHÁMGAON	XLII
...	5½	...	5½	...	...	AMRÁOTI	XLIII
...	44	...	44	...	...	BHOPAL-ITÁRSI (NATIVE STATES SECTION)	XLIV
...	489¼	...	329¼	...	(*c*) 160	THE NIZAM'S GUARANTEED STATE ...	XLV
...	(*b*) 71¾	...	58¾	...	13	THE GAEKWAR'S DABHOI	XLVI
24½	(*b*) 92½	...	27¾	...	64¾	THE GAEKWAR'S MEHSÁNA ...	XLVI
...	(*b*) 13½	...	...	...	13½	THE GAEKWAR'S PETLÁD (*d*) ...	XLVIII
24½	724	...	472¾	...	251¼	TOTAL.	
						Native States Lines worked by the State.	
...	(*b*) 108	92¼	(*b*) 108	...	...	RÁJPURA-BHÁTINDA	XLIX
...	16	16	16	...	...	JAMMU AND KASHMIR (NATIVE STATES SECTION).	L
...	124	108¼	124	...	...	TOTAL.	
						Native States Lines.	
...	(*b*) 124	...	(*b*) 124	...	...	JODHPORE	LI
...	(*b*) 329	68¾	(*b*) 329	...	...	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	LII
...	(*b*) 93¼	25¼	93¼	...	...	MORVI	LIII
...	28¾	...	...	...	28¾	KOLHAPUR (*d*)	LIV
...	575	94	540¼	...	28¾	TOTAL.	
						Foreign Lines.	
...	51	...	51	...	...	WEST OF INDIA PORTUGUESE ...	LV
...	7¾	...	7¾	...	...	PONDICHERRY...	LVI
...	58¾	...	58¾	...	...	TOTAL.	

(*c*) In abeyance.
(*d*) Under construction.

Statement showing lengths of lines sanctioned and open for traffic on the 31st of March 1890—concld.

RAILWAY.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1888-89.	Sanctioned during the year 1889-90.	Length of line sanctioned at the end of 1889-90.	Length opened during 1889-90.	Total length open on the 31st of March 1890.	Length laid with double line.	Length remaining to be finished.
			Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Summary.									
State lines worked by Companies ..	...	...	6,699	133½	6,829½	581	6,006½	475½	823
State lines worked by the State ...	...	...	5,207½	248½	5,430½	86	5,048½	40½	381½
Lines worked by Guaranteed Companies	...	...	3,243	...	3,243	...	3,243	516¾	...
Assisted Companies	...	...	890½	7	764	...	595	...	169
Native States lines worked by Companies	...	...	704½	24½	724	...	472½	...	251½
Native States lines worked by the State	...	...	129½	...	124	108½	124	...	...
Native States lines	...	...	574½	...	575	94	546½	...	28½
Foreign Lines	...	...	58¾	...	58¾	...	58¾	...	...
TOTAL ...	...	...	17,506½	413½	(a) 17,748¾	869½	16,095½	1,033	1,653½

	Miles.	Miles.
(a) Length sanctioned at the end of 1888-89	17,506½	
Add—		
Mileage sanctioned during 1889-90	413½	
Calcutta Port Commissioner's line from Tolly's Nullah to Akra taken over by the Eastern Bengal State railway	4¾	
		17,924½
Deduct—		
North Western railway. Metre gauge line from Hirók to Kotál replaced by the Standard gauge high level line	10	
Portion of section from Gola Gokaran Nath to Pilibhit, formerly shown as part of the Lucknow-Sitapur-Sihrámau railway now included with the mileage shown against the Bareilly-Pilibhit railway as sanctioned during the year 1889-90	19¼	
Bengal and North-Western railway. Line from Gorakhpur to Gházipur and Benares abandoned	134	
Difference due to minor corrections in mileage ...	12½	
		175¾
Net Total length sanctioned at the end of 1889-90 ...		17,748¾
Net Total length sanctioned at the end of 1888-89 ...		17,506½
More mileage at the 31st of March 1890 ...		242¼

Statement showing the total approximate earnings from the 1st of January to the 29th of March 1890, as compared with the corresponding periods of 1888 and 1889.

Serial number.	RAILWAY.	1st of January to the 31st of March 1888.*	1st of January to the 30th of March 1889.*	1st of January to the 29th of March 1890.
		Rs.	Rs.	Rs.
	State Lines worked by Companies.			
I	EAST INDIAN (*a*)	1,29,43,213	1,19,91,309	1,18,93,974
II	PATNA-GYA	1,30,191	1,34,798	1,23,812
III	BAREILLY-PILIBHIT	24,803	28,492	34,281
IV	BENGAL-NÁGPUR	4,74,749 (*b*)	6,78,648 (*c*)	7,37,689 (*c*)
V	INDIAN MIDLAND	2,73,699	7,67,206	10,28,852
VI	BHOPAL-ITÁRSI (BRITISH SECTION)	(*d*)	(*e*)	(*e*)
VII	RAJPUTANA-MALWA	50,01,254	54,46,334	48,62,424
VIII	DHOND-MANMÁD	(*d*)	(*d*)	(*d*)
IX	SOUTHERN MAHRATTA	8,40,288	9,47,498	10,31,579
X	SOUTHERN MAHRATTA, MYSORE SECTION	1,28,198	1,48,374	2,45,226
XI	BEZVÁDA EXTENSION	...	(*f*)	(*f*)
XII	VILLUPURAM-GUNTAKAL	49,779	65,627	58,814
	TOTAL ...	1,98,66,174	2,02,08,286	2,00,16,721
	State Lines worked by the State.			
XIII	NORTH WESTERN	(*g*) 63,23,796	(*g*) 60,91,772	(*h*) 68,91,005
XIV	AMRITSAR-PATHÁNKOT	(*i*)	(*i*)	(*i*)
XV	OUDH AND ROHILKHAND (*j*)	20,17,744	17,54,158	21,47,282
XVI	LUCKNOW-SITAPUR-SIHRÁMAU	66,922	77,415	1,00,988
XVII	TIRHOOT	5,57,781	4,06,332	6,93,575
XVIII	EASTERN BENGAL	22,86,822	23,81,266	27,07,622
XIX	BENGAL CENTRAL	1,66,746	1,75,634	1,68,322
XX	NALHÁTI	29,027	28,000	26,772
XXI	WARDHA COAL	2,60,639	2,68,314	2,17,994
XXII	CHERRA-CHAPANTGANJ	1,847	1,779	3,654
XXIII	JORHÁT	8,203	12,789	13,025
XXIV	BURMA	11,62,752	(*k*) 12,67,797	(*k*) 16,35,364
XXV	TOUNGOO-MANDALAY	...	(*l*)	(*l*)
XXVIII	JAMMU AND KASHMIR (BRITISH SECTION)	...	...	(*i*)
	TOTAL ...	1,28,82,279	1,24,65,256	1,45,95,583
	CARRIED OVER ...	3,27,48,453	3,26,73,542	3,46,12,304

* Corrected by audited figures.

(*a*) Includes the Dildárnagar-Gházipur State railway.
(*b*) Includes the Sindia State railway.
(*c*) Includes the Sindia and Bhopal-Itársi State railways.
(*d*) Included with the Great Indian Peninsula railway.
(*e*) Included with the Indian Midland railway.
(*f*) Included with the Nizam's Guaranteed State railway.
(*g*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State railways.
(*h*) Includes the Amritsar-Pathánkot and Jammu and Kashmir railways.
(*i*) Included with the North Western railway.
(*j*) The line was acquired by the State on the 1st of January 1889.
(*k*) Includes the Toungoo-Mandalay railway.
(*l*) Included with the Burma State railway.

Statement showing the total approximate earnings from the 1st of January to the 29th of March 1890, as compared with the corresponding periods of 1888 and 1889—concld.

Serial number.	RAILWAY.	1st of January to the 31st of March 1888.*	1st of January to the 30th of March 1889.*	1st of January to the 29th of March 1890.
		Rs.	Rs.	Rs.
	BROUGHT FORWARD ...	3,27,48,453	3,26,73,542	3,46,12,304
	Lines worked by Guaranteed Companies.			
XXX	GREAT INDIAN PENINSULA	(a) 1,06,72,056	(b) 1,18,83,166	(b) 1,11,36,340
XXXI	BOMBAY, BARODA AND CENTRAL INDIA (c)	34,76,121	36,89,847	34,80,455
XXXII	MADRAS	21,07,308	21,02,148	21,54,959
XXXIII	SOUTH INDIAN	12,22,231	12,73,246	13,47,119
	TOTAL ...	1,74,77,716	1,84,48,407	1,81,18,873
	Assisted Companies.			
XXXIV	TÁRAKESHWAR	75,835	80,069	74,780
XXXV	DEOGHUR	(d)	(d)	(d)
XXXVI	DARJEELING-HIMALAYAN	(d)	(d)	(d)
XXXVII	BENGAL AND NORTH-WESTERN	5,39,945	5,07,922	5,73,012
XXXVIII	ROHILKHAND-KUMAUN	62,609	74,314	80,922
XXXIX	DIBRU-SADIYA	93,020	1,07,086	1,19,278
XL	THATÔN-DUYINZÁIK	(d)	(d)	(d)
	TOTAL ...	7,76,409	7,69,391	8,47,992
	Native States Lines worked by Companies.			
XLII	KHÁMGAON	(e)	(e)	(e)
XLIII	AMRÁOTI	(e)	(e)	(e)
XLIV	BHOPAL-ITÁRSI (NATIVE STATES SECTION)	(e)	(f)	(f)
XLV	THE NIZAM'S GUARANTEED STATE	4,32,778	(g) 5,83,334	(g) 6,79,996
XLVI	THE GAEKWAR'S DABHOI	42,858	39,566	38,901
XLVII	THE GAEKWAR'S MEHSÁNA	13,175	13,731	11,825
	TOTAL ...	4,88,811	6,36,681	7,30,722
	Native States Lines worked by the State.			
XLIX	RÁJPURA-BHÁTINDA	(h)	(h)	(d)
L	JAMMU AND KASHMIR (NATIVE STATES SECTION)	...	...	(h)
	TOTAL ...	...	...	...
	Native States Lines.			
LI	JODHPORE	1,02,555	95,802	96,941
LII	BHÁVNAGAR GONDAL-JUNÁGARH-PORBANDAR	3,34,593	4,06,770	4,01,506
LIII	MORVI	35,340	37,387	57,200
	TOTAL ...	4,72,488	5,39,959	5,55,647
	Foreign Lines.			
LV	WEST OF INDIA PORTUGUESE	(d)	(d)	(d)
LVI	PONDICHERRY	(d)	(d)	(d)
	TOTAL ...	...	...	...
	Total of all Railways ...	5,19,63,877	5,30,67,980	5,48,65,538

* Corrected by audited figures.

(a) Includes the Dhond-Manmád, Khámgaon, Amráoti and Bhopal-Itársi State railways.
(b) Includes the Dhond-Manmád, Khámgaon and Amráoti State railways.
(c) Includes the Pátri branch.
(d) Information not furnished.
(e) Included with the Great Indian Peninsula railway.
(f) Included with the Indian Midland railway.
(g) Includes the Betvá Extension.
(h) Included with the North Western railway.

APPENDIX D.

Statement showing the annual progress made in the length of railways open for public traffic in India since their commencement.

Statement showing the annual progress made in the length of

Serial number.	RAILWAY.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	State Lines worked by Companies.																		
I	EAST INDIAN ...	...	37¾	120½	120½	120½	139½	286½	370½	560½	871½	927	1,098	1,121½	1,121½	1,347	1,347	1,347	1,347
II	PATNA-GYA ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
III	BAREILLY-PILIBHIT ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IV	BENGAL-NAGPUR (*a*) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
V	INDIAN MIDLAND (*b*) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
VI	BHOPAL-ITARSI (BRITISH SECTION) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
VII	RAJPUTANA-MALWA ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
VIII	DHOND-MANMAD ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IX	SOUTHERN MAHRATTA (*c*) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
X	SOUTHERN MAHRATTA, MYSORE SECTION ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XI	BEZVADA EXTENSION ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XII	VILLUPURAM-GUNTAKAL ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	...	37¾	120½	120½	120½	139½	286½	370½	560½	871½	927	1,098	1,121½	1,121½	1,347	1,347	1,347	1,347
	State Lines worked by the State.																		
XIII	NORTH WESTERN ...	...	...	...	...	...	...	...	...	109½	141½	154½	154½	362½	366	412½	412½	630½	666½
XIV	AMRITSAR-PATHANKOT ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XV	OUDH AND ROHILKHAND (*d*) ...	...	...	...	...	...	...	...	...	...	6	6	6	6	6	48	48	48	48
XVI	LUCKNOW-SITAPUR-SIHRAMAU ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVII	TIRHOOT ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVIII	EASTERN BENGAL ...	...	...	...	...	...	...	...	...	...	124½	137½	137½	137½	137½	137½	140	140	140
XIX	BENGAL CENTRAL ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XX	NALHATI ...	...	...	...	...	...	...	...	...	...	...	...	27½	27½	27½	27½	27½	27½	27½
XXI	WARDHA COAL ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXII	CHERRA-COMPANYGANJ ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIII	JORHAT ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIV	BURMA ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXV	TOUNGOO-MANDALAY ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXVIII	JAMMU AND KASHMIR (BRITISH SECTION) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	...	...	...	...	...	...	...	...	109½	272½	325½	325½	533½	537	625½	627½	845½	882

(*a*) Includes the Katni-Umaria branch.
(*b*) Includes the Sindia State railway opened for traffic on the 10th of January 1878.
(*c*) Includes the Bellary-Kistna State railway.

railways open for public traffic in India since their commencement.

1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89. (f)	1889-90.	Serial number.
Miles.	Miles.	Miles.	Miles.	Miles	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
1,497½	1,497½	1,497½	1,497½	1,497½	1,497½	1,497½	1,497½	1,498½	1,510½	1,510½	1,512½	1,515	1,515	1,520½	1,525½	1,525½	1,525½	1,525½	I
...	...	...	...	...	...	...	...	57	57	57	57	57	57	57½	57½	57½	57½	57½	II
...	...	...	...	...	...	...	...	...	...	...	...	...	36	36	36	36	36	36	III
...	...	...	...	...	...	...	...	...	53	93	149	149	149	149	188	186	291½	501	IV
...	...	...	...	...	...	...	34	66½	66½	74½	74½	74½	74½	74½	116½	211½	514½	677½	V
...	...	...	...	...	...	...	...	...	...	...	11½	11½	13	13	13	13	13	13	VI
...	...	91½	329	465½	536½	536½	632½	751	1,050½	1,254½	1,254½	1,398½	1,663	1,667½	1,667½	1,667½	1,665	1,671½	VII
...	...	...	...	...	...	...	145½	145½	145½	145½	145½	145½	145½	145½	145½	145½	145½	145½	VIII
...	...	...	...	...	...	...	...	...	...	...	...	40½	214	315½	597½	853	854½	979	IX
...	...	...	...	...	...	...	...	...	...	58	86	87	140	140	139½	139½	219½	296	X
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21½	21½	XI
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	82½	82½	83	XII
1,497½	1,497½	1,588½	1,826½	1,963	2,033½	2,033½	2,309½	2,518½	2,883	3,198	3,290½	3,479½	4,007½	4,118½	4,485	4,917½	5,426½	6,006½	TOTAL.
666½	669½	663½	663½	725½	766½	766½	1,267½	1,267½	1,544½	1,679½	1,732½	1,785½	1,785½	1,792	2,058½	2,384½	2,381	2,369	XIII
...	...	...	...	...	...	...	...	...	...	...	...	51	65	65	65	64½	64½	64½	XIV
48	299½	462½	546½	549½	549½	549½	552½	552½	552½	552½	552½	554½	601½	685½	692	692½	692½	692½	XV
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	55½	106	104½	104½	XVI
...	...	...	(e)53	45	45	79	79	85	85	85	85	193	227	225½	245½	259½	273½	273	XVII
185	185	185	187	186½	187	321½	419	429½	430½	453½	493	504½	529½	606½	606½	676½	672½	746½	XVIII
...	...	...	...	...	...	...	...	...	...	...	20	114	125½	125½	125½	125½	125	125	XIX
27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	XX
...	...	...	18½	18½	18½	46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	XXI
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7½	7½	7½	7½	XXII
...	...	...	...	...	...	...	...	...	...	...	...	...	26½	29½	26½	30½	30½	30½	XXIII
...	...	...	...	...	...	161	161	161	161	161	161	254	254	327	327	333	333	333	XXIV
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	222	220	XXV
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8½	XXVIII
927	1,175½	1,338½	1,495½	1,552½	1,594½	1,951½	2,553½	2,560½	2,847½	3,005	3,108	3,529½	3,688½	3,929½	4,283½	4,754	4,980½	5,048½	TOTAL.

(*d*) Includes the Benares branch opened for traffic on the 22nd of December 1862. This line was acquired by the State from the Oudh and Rohilkhand Guaranteed Railway Company on the 1st of January 1889.
(*e*) Opened for famine relief grain traffic only during this year.
(*f*) Figures corrected as per Appendix D to Part II of the Administration report for 1888-89.

Statement showing the annual progress made in the length of

Serial number.	RAILWAY.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869	1870.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Lines worked by Guaranteed Companies.																		
XXX	GREAT INDIAN PENINSULA	20½	33¼	49½	87½	87½	193½	244½	297	437½	495	552½	585½	701½	815½	852½	873½	873½	1,258½
XXXI	BOMBAY, BARODA AND CENTRAL INDIA (a)	...	...	...	...	...	...	...	35	134	167½	185	305½	305½	305½	305½	306½	307½	312½
XXXII	MADRAS	...	...	...	65	80½	95½	95½	137	296½	447½	477½	570	609½	643½	643½	675½	735½	781½
XXXIII	SOUTH INDIAN	...	...	...	...	...	...	...	...	48½	82	82	82	100½	145½	162½	185½	185½	185½
	TOTAL	20½	33½	49½	152½	167½	289	339½	469	917½	1,191½	1,297½	1,543	1,717½	1,910½	1,964	2,041½	2,102	2,538
	Assisted Companies.																		
XXXIV	TÁRAKESHWAR	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXV	DEOGHUR	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVI	DARJEELING-HIMÁLAYAN	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVII	BENGAL AND NORTH-WESTERN	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVIII	ROHILKHAND-KUMAON	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXIX	DIBRU-SADIYA	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XL	THATÔN-DUYINZÁIK	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Native States Lines worked by Companies.																		
XLII	KHÁMGAON	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
XLIII	AMRÁOTI	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLIV	BHOPAL-ITÁRSI (NATIVE STATES SECTION)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLV	THE NIZAM'S GUARANTEED STATE.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVI	THE GAEKWAR'S DABHOI	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVII	THE GAEKWAR'S MEHSANA	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
	Native States Lines worked by the State.																		
XLIX	RÁJPURA-BHÁTINDA	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
L	JAMMU AND KASHMIR (NATIVE STATES SECTION)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Native States Lines.																		
LI	JODHPORE	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIII	MORVI	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Foreign Lines																		
LV	WEST OF INDIA PORTUGUESE	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVI	PONDICHERRY	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Total of all Railways	20½	71	170	272½	288½	423½	626½	839½	1,587½	2,335½	2,550	2,966½	3,372½	3,568½	3,936½	4,016½	4,294½	4,775

(a) Includes the Pátri branch.

railways open for public traffic in India since their commencement—concld.

1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89. (b)	1889-90.	Serial number.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
1,273½	1,278½	1,278¼	1,278¼	1,278½	1,278¼	1,280½	1,280½	1,287¾	1,288	1,288	1,288	1,288	1,288	1,288	1,288¼	1,288¼	1,288¼	1,288¼	XXX
349¾	389¼	411½	428½	430¼	430¼	444	444	444	444	444	461	461	461	461	461	461	460½	461	XXXI
830¼	830½	858	858	858	858	858	857	857	858	858	861½	860½	860½	860½	860½	823½	838¼	838	839½	XXXII
185½	185½	185½	185½	281½	474¼	599½	612½	633	653½	653½	653¾	654½	654½	654½	654½	654½	654½	654½	654½	XXXIII
2,639	2,683½	2,734	2,750½	2,848½	3,050	3,182	3,194	3,221½	3,243½	3,243½	3,263½	3,264½	3,264¼	3,264¼	3,264¼	3,232½	3,242	3,241½	3,243	TOTAL.
...	...	...	...	...	...	...	...	...	...	...	...	...	22½	22½	22½	22½	22½	22½	XXXIV
...	...	...	...	...	...	...	...	...	...	...	4	5½	5½	4	4½	4½	4½	4½	XXXV
...	...	...	...	...	...	...	...	...	20	50	50	50	51	51	51	51	51	51	XXXVI
...	...	...	...	...	...	...	...	...	...	...	...	...	303	303	376½	376½	376½	376	XXXVII
...	...	...	...	...	...	...	...	...	...	...	...	...	54½	54½	54½	54½	54½	55	XXXVIII
...	...	...	...	...	...	...	...	...	...	...	15	38½	77½	77½	77½	77½	77½	78	XXXIX
...	...	...	...	...	...	...	...	...	...	...	...	...	8	8	8	8	8	8	XL
...	...	...	...	...	...	...	...	...	30	50	69	94	521½	520½	594½	594½	594½	595	TOTAL.
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7½	7½	7½	7½	XLII
6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5½	5½	5½	5½	XLIII
...	...	...	...	...	...	...	...	...	...	...	...	...	44	44	44	44	44	44	XLIV
...	...	...	121	121	121	121	121	121	121	121	121	121	121	121	204½	274	329½	329½	XLV
...	...	20	20	20	20	20	20	40½	56¾	60¼	60¼	58½	58½	58½	58½	58½	58½	58½	XLVI
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	20½	27½	27½	XLVII
14	14	34	155	155	155	155	155	175¼	191½	195½	195¼	193½	237½	237½	341½	410½	472½	472½	TOTAL.
...	...	...	...	...	...	...	...	...	...	...	...	...	16	16	16	15	16	108	XLIX
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	L
...	...	...	...	...	...	...	...	...	...	...	...	...	16	16	16	15	16	124	TOTAL.
...	...	...	...	...	...	...	...	...	...	...	...	18½	18½	64	64	123¾	123¾	123¾	124	LI
...	...	...	...	...	...	...	...	...	105	192½	192½	193	193	193¼	193¼	193¼	259¾	329	LII
...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	68	68	68	93½	LIII
...	...	...	...	...	...	...	...	...	105	192½	211	211½	257	281¼	385	385	451½	546½	TOTAL
...	...	...	...	...	...	...	...	7¾	7¾	7¾	7¾	7¾	7¾	7¾	41 7¾	51 7¾	51 7¾	51 7¾	LV LVI
...	...	...	...	...	...	...	...	7¾	7¾	7¾	7¾	7¾	7¾	7¾	48¾	58½	58½	58½	TOTAL.
5,077½	5,370½	5,695	6,227¾	6,519	6,833	7,322½	212	8,492¾	9,308	9,892	10,145½	10,780½	12,000½	12,375½	13,386	14,377	15,241½	16,095½	Total of all Railways.

(b) Figures corrected as per Appendix D to Part II of the Administration report for 1888-89.

Statement showing the quantities of the principal commodities carried, and the receipts there

STATE LINES WORKED

Classification number.	DESCRIPTION OF COMMODITY.	I.—East Indian,				II.—Patna-Gya.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	(a) 1889.	Previous year.	(a) 1889.	Previous year.	1889.	Previous year.	1889.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	1,315,673	1,491,360	63,44,063	69,77,857	...	...	...	...
II	Cotton, raw	39,720	52,916	8,18,036	9,41,602	...	...	...	...
III	Cotton, Twist and Yarn	8,643	9,108	2,18,410	2,12,918	...	...	...	...
IV	Cotton piece-goods	72,765	66,495	22,56,071	20,67,974	...	...	...	...
V	Drugs and Chemicals	4,593	5,552	1,19,424	1,44,611	...	...	...	...
VI	Dyes and Tans	20,475	20,376	3,69,571	4,07,006	...	...	...	...
VII	Grains	766,210	693,292	49,02,823	44,06,742	...	...	...	...
VIII	Hides and Skins	23,077	25,542	4,61,223	3,94,655	...	...	...	...
IX	Horns	566	881	8,955	13,287	...	...	...	...
X	Jute	54,278	54,524	6,32,892	5,78,692	...	...	...	...
XI	Lac	15,429	13,685	2,13,858	1,96,354	...	...	...	...
XII	Leather, manufactured	3,062	2,623	1,17,623	1,07,745	...	...	...	...
XIII	Liquors	7,244	6,940	1,69,302	1,78,105	...	...	...	...
XIV	Metals	138,131	128,551	18,44,750	16,71,607	...	...	...	...
XV	Oils	25,738	29,640	3,70,952	4,14,638	...	...	...	...
						Included with the East Indian railway.			
XVI	Oil-seeds	449,867	368,547	25,55,572	26,99,538	...	...	...	...
XVII	Opium	11,718	9,616	2,75,702	2,53,355	...	...	...	...
XVIII	Paper and paste-board	3,811	3,673	73,801	64,728	...	...	...	...
XIX	Provisions	58,551	61,537	9,96,814	10,04,121	...	...	...	...
XX	Railway Plant and Rolling Stock	...	...	...	...	...	...	...	...
XXI	Salt	218,774	250,866	12,47,424	12,33,677	...	...	...	...
XXII	Saltpetre	43,231	38,350	4,38,490	4,08,660	...	...	...	...
XXIII	Silk, raw	1,135	1,291	21,036	21,170	...	...	...	...
XXIV	Silk, piece-goods	237	229	8,011	7,811	...	...	...	...
XXV	Spices	11,404	8,805	2,26,247	1,64,057	...	...	...	...
XXVI	Sugar	168,201	175,590	7,90,322	8,47,875	...	...	...	...
XXVII	Stone and Lime	97,280	134,187	4,23,758	5,80,557	...	...	...	...
XXVIII	Tea	1,633	1,537	47,559	42,441	...	...	...	...
XXIX	Timber	35,718	32,239	1,35,444	1,33,788	...	...	...	...
XXX	Tobacco	25,023	26,572	2,70,789	3,32,065	...	...	...	...
XXXI	Umbrellas	377	427	11,184	14,991	...	...	...	...
XXXII	Wool	2,498	2,858	73,872	75,605	...	...	...	...
XXXIII	All other articles of merchandise	145,488	143,845	13,94,518	14,21,161	...	...	...	...
	TOTAL	3,785,585	3,866,774	2,38,88,506	2,79,50,446	...	...	...	...

(a) Includes the Patna-Gya and Tárakeshwar railways for the whole year, the Sindia railway for January and February 1889, and the Ásansol-Purulia Section of the Bengal-Nágpur railway from the 12th of June to the 31st of December 1889.

from, on the several railways during the year 1889, as compared with the previous year.

BY COMPANIES.

III.—Bareilly-Pilibhit.				IV.—Bengal-Nágpur.				V.—Indian Midland.				Classification number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	(b) 1889.	Previous year.	(b) 1889.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
5	...	1	...	28,031	37,925	49,473	68,052	407	5,154	2,495	26,009	I
42	53	185	172	331	333	3,273	2,799	96	9,864	369	1,51,460	II
19	51	49	127	2,704	2,450	22,503	22,279	109	397	1,192	4,670	III
358	336	1,070	1,182	1,717	1,561	15,267	14,837	950	5,433	10,076	87,546	IV
134	177	387	499	322	182	2,834	2,279	14	305	130	4,668	V
81	102	177	232	3,248	5,044	20,621	36,831	200	972	1,231	11,507	VI
8,982	15,888	12,926	25,774	133,203	105,064	6,32,654	5,07,036	3,128	46,348	17,026	2,10,382	VII
151	169	296	330	1,172	1,792	7,105	13,949	627	3,310	1,676	31,142	VIII
32	41	85	103	...	...	...	...	...	...	...	...	IX
118	335	259	793	2,008	1,810	12,796	10,448	151	2,085	905	15,130	X
4	10	9	22	1,052	818	4,216	4,182	...	...	...	...	XI
14	11	41	33	...	...	...	...	18	164	229	2,157	XII
2	1	7	4	574	549	2,177	2,300	274	1,113	2,445	12,812	XIII
632	635	2,029	1,613	1,388	1,548	11,176	10,215	1,409	3,922	11,272	41,760	XIV
17	137	32	231	1,089	1,207	6,914	7,407	230	1,509	2,203	12,175	XV
1,657	3,175	2,806	4,944	13,037	14,026	79,067	87,632	2,331	14,991	4,639	1,04,586	XVI
1	1	4	4	...	...	...	...	16	27	174	276	XVII
2	5	8	16	...	...	...	...	59	1,108	604	9,659	XVIII
100	151	284	438	1,914	2,075	12,336	12,713	726	6,216	6,419	73,324	XIX
...	...	...	...	...	...	...	...	...	722	...	12,515	XX
2,244	2,275	3,742	3,846	19,557	19,401	1,03,327	1,11,222	2,297	15,101	13,087	90,807	XXI
5	3	12	6	...	...	...	...	...	...	...	...	XXII
...	...	1	1	8	9	64	95	...	...	...	...	XXIII
...	...	...	...	...	...	...	...	...	...	...	...	XXIV
361	405	957	1,084	477	426	3,208	2,620	473	3,140	3,758	29,235	XXV
6,414	5,491	11,153	9,252	1,239	1,334	7,650	8,584	3,704	17,598	19,836	1,75,895	XXVI
47	48	52	61	...	...	...	...	169	11,847	674	41,734	XXVII
4	3	7	7	...	...	...	...	9	45	94	1,021	XXVIII
1,615	1,765	2,938	3,055	5,712	7,352	29,054	39,331	2,079	5,424	14,343	25,263	XXIX
54	80	121	121	327	373	1,417	1,796	410	1,901	3,868	22,567	XXX
1	2	2	5	...	...	...	...	...	...	...	...	XXXI
17	19	56	61	...	...	...	...	...	...	...	...	XXXII
6,816	3,242	7,466	4,622	5,040	17,524	31,583	60,645	1,942	9,203	23,236	1,22,428	XXXIII
29,229	34,661	47,162	58,638	224,600	222,803	10,58,715	10,27,702	21,828	167,897	1,41,974	13,20,728	TOTAL.

N. B.—In cases where the quantity carried is less than a ton, the figures have been omitted. This applies to all the railways in this table.

(b) Includes the Sindia railway from the 1st of March to the 31st of December 1889, and the Bhopal-Itársi railway from the 1st of January to the 31st of December 1889.

Statement showing the quantities of the principal commodities carried, and the receipts there

Classification number.	DESCRIPTION OF COMMODITY.	STATE LINES WORKED					
		VI.—Bhopal-Itarsi (British section).				VII.—Rajputana.	
		Quantity.		Receipts.		Quantity.	
		Previous year.	1889.	Previous year.	1889.	Previous year.	1889.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I	Coal	...	...	...	...	7,606	6,551
II	Cotton, raw	...	...	...	...	57,499	80,856
III	Cotton, Twist and Yarn	...	...	...	...	2,414	2,715
IV	Cotton piece-goods	...	...	...	...	22,501	25,124
V	Drugs and Chemicals	...	...	...	...	1,023	1,533
VI	Dyes and Tans	...	...	...	...	7,387	6,977
VII	Grains	...	...	...	...	363,975	346,141
VIII	Hides and Skins	...	...	...	...	5,728	5,494
IX	Horns	...	...	...	...	...	...
X	Jute	...	...	...	...	11,815	11,660
XI	Lac	...	...	...	...	...	...
XII	Leather, manufactured	...	...	...	...	746	808
XIII	Liquors	...	...	...	...	2,999	2,417
XIV	Metals	...	...	...	...	24,837	23,550
XV	Oils	...	...	...	...	4,293	6,466
		Included with the Indian Midland railway.					
XVI	Oil-seeds	...	...	...	...	173,354	141,381
XVII	Opium	...	...	...	...	1,917	1,648
XVIII	Paper and Paste-board	...	...	...	...	...	...
XIX	Provisions	...	...	...	...	33,168	33,930
XX	Railway Plant and Rolling Stock	...	...	...	...	1,695	17,044
XXI	Salt	...	...	...	...	182,696	188,357
XXII	Saltpetre	...	...	...	...	10,595	10,743
XXIII	Silk, raw	...	...	...	...	191	251
XXIV	Silk piece-goods	...	...	...	...		
XXV	Spices	...	...	...	...	2,296	7,760
XXVI	Sugar	...	...	...	...	117,646	119,690
XXVII	Stone and Lime	...	...	...	...	20,305	14,726
XXVIII	Tea	...	...	...	...	631	722
XXIX	Timber	...	...	...	...	17,485	17,580
XXX	Tobacco	...	...	...	...	10,120	10,670
XXXI	Umbrellas	...	...	...	...	...	...
XXXII	Wool	...	...	...	...	5,472	5,936
XXXIII	All other articles of merchandise	...	...	...	...	75,616	82,461
	TOTAL	...	...	...	...	1,166,007	1,178,191

from; on the several railways during the year 1889, as compared with the previous year—contd.

BY COMPANIES—contd.

MALWA.		VIII.—DHOND-MANMÁD.				IX.—SOUTHERN MAHRATTA (a).				Classification number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
57,001	48,752	...	...	...	...	888	1,373	2,061	4,719	I
10,92,926	14,59,769	...	...	...	...	26,540	35,743	1,90,754	2,39,599	II
61,436	65,432	...	...	...	...	12,660	5,819	1,23,738	53,426	III
5,77,266	6,53,989	...	...	...	...		6,372		80,253	IV
24,692	34,396	...	...	...	...	315	331	3,498	5,941	V
1,34,907	1,21,964	...	...	...	...	5,017	5,187	26,697	28,664	VI
31,17,905	34,86,437	...	...	...	...	176,482	160,839	5,88,694	5,91,739	VII
76,129	73,918	...	...	...	...	3,532	3,531	18,550	22,448	VIII
...	...	...	...	...	...	(b)	246	(b)	2,390	IX
1,12,758	1,11,938	...	...	...	...	6,126	6,149	37,447	37,849	X
...	...	...	...	...	...	2	31	130	154	XI
9,471	9,662	...	...	...	...	152	320	1,104	3,199	XII
41,007	31,309	...	...	...	...	3,112	5,452	20,972	34,406	XIII
3,26,284	3,05,202	...	...	...	...	10,403	13,558	74,877	1,11,191	XIV
48,909	80,944	...	...	...	...	5,310	6,766	29,096	36,714	XV
Included with the Great Indian Peninsula railway.										
16,54,792	12,92,401	...	...	...	...	34,322	39,976	1,51,826	1,89,066	XVI
47,218	36,858	...	...	...	...	...	9	...	85	XVII
...	...	...	...	...	...	...	263	...	3,154	XVIII
4,17,068	4,60,574	...	...	...	...	5,831	19,357	42,208	1,39,721	XIX
13,281	1,02,731	...	...	...	...	...	...	...	...	XX
17,57,557	18,23,600	...	...	...	...	17,382	21,558	63,994	86,480	XXI
68,092	68,698	...	...	...	...	11	136	81	707	XXII
11,199	16,127	...	...	...	...	267	123	4,220	1,726	XXIII
		...	...	...	...		135		3,000	XXIV
39,196	1,07,742	...	...	...	...	641	14,067	5,374	1,15,917	XXV
12,37,248	12,99,977	...	...	...	...	12,409	22,396	61,040	1,06,225	XXVI
66,824	66,023	...	...	...	...	10,733	10,660	30,133	27,534	XXVII
21,337	25,376	...	...	...	...	...	23	...	400	XXVIII
78,611	83,653	...	...	...	...	39,336	38,090	86,845	1,08,167	XXIX
1,85,234	1,86,395	...	...	...	...	2,884	3,465	20,307	32,548	XXX
...	...	...	...	...	...	...	31	...	513	XXXI
1,41,970	1,45,022	...	...	...	...	587	865	4,298	7,164	XXXII
7,20,378	8,96,337	...	...	...	...	53,008	42,045	8,26,562	2,03,040	XXXIII
1,21,40,836	1,30,99,700	...	...	...	...	427,996	464,966	19,08,566	22,78,439	TOTAL.

(a) Includes the Mysore section.

(b) Included with all other articles of merchandise.

Statement showing the quantities of the principal commodities carried, and the receipts there

Classification number.	DESCRIPTION OF COMMODITY.	STATE LINES WORKED					
		X.—Southern Mahratta, Mysore section.				XI.—Bezvada	
		Quantity.		Receipts.		Quantity.	
		Previous year.	1889.	Previous year.	1889.	Previous year.	1889.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I	Coal	...	...	...	...	...	...
II	Cotton, raw	...	...	...	...	...	...
III	Cotton, Twist and Yarn	...	...	...	...	...	...
IV	Cotton piece-goods	...	...	...	...	...	...
V	Drugs and Chemicals	...	...	...	...	...	...
VI	Dyes and Tans	...	...	...	...	...	...
VII	Grains	...	...	...	...	...	...
VIII	Hides and Skins	...	...	...	...	...	...
IX	Horns	...	...	...	...	...	...
X	Jute	...	...	...	...	...	...
XI	Lac	...	...	...	...	...	...
XII	Leather, manufactured	...	...	...	...	...	...
XIII	Liquors	...	...	...	...	...	...
XIV	Metals	...	...	...	...	...	...
XV	Oils	...	...	...	...	...	...
		Included with the Southern Mahratta railway.				Included with the Nizam's	
XVI	Oil-seeds	...	...	...	...	...	...
XVII	Opium	...	...	...	...	...	...
XVIII	Paper and Paste-board	...	...	...	...	...	...
XIX	Provisions	...	...	...	...	...	...
XX	Railway Plant and Rolling Stock	...	...	...	...	...	...
XXI	Salt	...	...	...	...	...	...
XXII	Saltpetre	...	...	...	...	...	...
XXIII	Silk, raw	...	...	...	...	...	...
XXIV	Silk piece-goods	...	...	...	...	...	...
XXV	Spices	...	...	...	...	...	...
XXVI	Sugar	...	...	...	...	...	...
XXVII	Stone and Lime	...	...	...	...	...	...
XXVIII	Tea	...	...	...	...	...	...
XXIX	Timber	...	...	...	...	...	...
XXX	Tobacco	...	...	...	...	...	...
XXXI	Umbrellas	...	...	...	...	...	...
XXXII	Wool	...	...	...	...	...	...
XXXIII	All other articles of merchandise	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...

from, on the several railways during the year 1889, as compared with the previous year—contd.

BY COMPANIES—concld.

Extension.		XII.—Villupuram-Guntakal.				Total.				Classification number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	...	...	...	...	1,352,610	1,542,363	64,55,099	71,25,389	I
...	...	3	5	11	12	124,231	179,770	21,05,551	27,95,407	II
...	...	58	52	150	115	13,947	20,592	3,03,740	3,53,967	III
...	...	268	324	710	747	111,219	105,635	29,84,198	29,06,522	IV
...	...	...	46	...	90	6,401	8,126	1,50,965	1,92,484	V
...	...	658	798	1,355	1,369	37,066	39,456	5,54,559	6,07,575	VI
...	...	4,602	7,725	9,176	12,444	1,455,682	1,375,297	92,81,294	92,40,604	VII
...	...	279	228	639	524	39,566	40,066	5,65,623	5,36,966	VIII
...	...	...	3	...	8	598	1,171	9,040	15,788	IX
...	...	...	79	...	242	84,485	76,642	7,97,057	7,55,092	X
...	...	...	18	...	55	16,507	14,542	2,18,213	1,90,717	XI
...	...	...	...	...	1	3,993	4,126	1,23,461	1,22,797	XII
...	...	231	222	536	470	14,436	16,694	2,36,446	2,39,457	XIII
...	...	191	2,305	522	1,852	177,693	174,069	22,70,910	21,43,440	XIV
...	...	132	136	316	310	36,765	45,861	4,58,422	5,52,434	XV
Guaranteed	State railway.									
...	...	756	710	1,771	1,594	675,327	582,806	54,50,473	43,69,761	XVI
...	...	...	...	...	...	13,647	11,301	2,23,098	2,93,578	XVII
...	...	...	4	...	9	3,872	5,051	74,413	77,566	XVIII
...	...	1,871	2,032	4,544	5,036	102,161	130,298	14,79,673	16,95,927	XIX
...	...	...	20	...	8	1,695	17,786	13,281	1,15,254	XX
...	...	4,031	5,658	7,287	9,053	446,978	503,216	31,96,418	33,53,685	XXI
...	...	...	3	...	7	53,896	49,235	5,06,675	4,78,078	XXII
...	...	...	...	...	...	1,601	1,674	36,530	39,125	XXIII
...	...	...	...	...	...	237	414	8,011	10,811	XXIV
...	...	22	26	60	61	15,674	34,629	2,78,800	4,20,736	XXV
...	...	666	1,306	1,762	3,431	310,279	343,405	21,29,031	24,51,179	XXVI
...	...	587	1,536	696	2,503	129,121	173,004	5,22,187	6,68,722	XXVII
...	...	...	...	...	1	2,277	2,330	68,907	70,746	XXVIII
...	...	3,925	6,766	5,504	7,184	105,867	109,216	4,02,739	4,00,891	XXIX
...	...	442	445	979	938	39,260	43,506	4,82,765	5,76,450	XXX
...	...	...	...	...	...	378	460	11,186	15,509	XXXI
...	...	...	...	...	...	8,572	9,678	2,20,196	2,28,852	XXXII
...	...	3,183	3,265	7,422	7,262	291,093	306,585	25,05,165	27,15,495	XXXIII
...	...	21,905	33,712	43,460	55,351	5,677,134	5,969,004	4,42,29,219	4,57,91,004	Total.

Statement showing the quantities of the principal commodities carried, and the receipts there

Classification number.	DESCRIPTION OF COMMODITY.	STATE LINES WORKED							
		XIII.—North Western.				XIV.—Amritsar-Pathánkot.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	(a) 1889	Previous year.	(a) 1889.	Previous year.	1889.	Previous year.	1889.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	10,131	10,613	87,991	77,235	...	...	...	...
II	Cotton, raw	20,475	19,478	3,47,383	3,34,248	...	...	...	...
III	Cotton, Twist and Yarn	4,082	4,108	93,166	1,00,313	...	...	...	...
IV	Cotton piece-goods	27,400	23,380	7,63,757	8,06,027	...	...	...	...
V	Drugs and Chemicals	13,519	13,768	1,95,504	1,97,294	...	...	...	...
VI	Dyes and Tans	10,220	10,053	1,99,716	1,99,058	...	...	...	...
VII	Grains	560,744	642,229	44,48,279	64,89,348	...	...	...	...
VIII	Hides and Skins	12,750	11,525	1,63,348	1,46,692	...	...	...	...
IX	Horns	...	...	...	...	...	...	...	...
X	Jute	16,893	22,052	1,25,814	1,68,042	...	...	...	...
XI	Lac	...	...	...	...	...	...	...	...
XII	Leather, manufactured	1,697	2,321	39,121	50,637	...	...	...	...
XIII	Liquors	12,789	12,674	2,20,910	2,06,045	...	...	...	...
XIV	Metals	36,320	35,880	7,20,884	7,00,907	...	...	...	...
XV	Oils	11,181	13,200	2,23,603	2,57,068	...	...	...	...
						Included with the North Western railway.			
XVI	Oil-seeds	90,545	77,930	9,93,840	8,17,209	...	...	...	...
XVII	Opium	10	8	245	126	...	...	...	...
XVIII	Paper and Paste-board	...	...	...	...	...	...	...	...
XIX	Provisions	44,027	43,333	7,99,094	7,57,863	...	...	...	...
XX	Railway Plant and Rolling Stock	201,632	200,995	10,92,233	16,36,647	...	...	...	...
XXI	Salt	86,569	90,873	5,17,599	5,65,993	...	...	...	...
XXII	Saltpetre	954	1,011	15,093	13,368	...	...	...	...
XXIII	Silk, raw	271	317	6,178	6,331	...	...	...	...
XXIV	Silk, piece-goods	53	36	1,412	953	...	...	...	...
XXV	Spices	6,439	7,572	1,01,117	1,14,615	...	...	...	...
XXVI	Sugar	1,25,359	130,740	11,97,315	11,40,437	...	...	...	...
XXVII	Stone and Lime	105,710	102,317	1,77,803	2,18,103	...	...	...	...
XXVIII	Tea	2,503	2,438	51,566	48,188	...	...	...	...
XXIX	Timber	111,283	93,924	3,87,093	3,94,272	...	...	...	...
XXX	Tobacco	7,742	6,965	89,133	80,528	...	...	...	...
XXXI	Umbrellas	...	...	...	...	...	...	...	...
XXXII	Wool	14,900	14,761	5,58,037	5,36,281	...	...	...	...
XXXIII	All other articles of merchandise	63,121	74,672	8,43,618	9,19,319	...	...	...	...
	TOTAL	1,599,393	1,764,173	1,44,60,857	1,60,23,207	...	...	...	...

(a) Includes the Amritsar-Pathánkot railway for the whole year, and the Rájpura-Bhátinda railway up to the 12th of October 1889.

from, on the several railways during the year 1889, as compared with the previous year—contd.

BY THE STATE.

XV.—Oudh and Rohilkhand.				XVI.—Lucknow-Sitapur-Sihramau.				XVII.—Tirhoot.				Classification number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
9,521	24,370	34,771	1,30,332	4	15	6	22	13,209	11,725	27,591	22,110	I
8,474	9,337	86,479	90,877	36	48	266	299	368	359	2,609	2,520	II
3,520	3,815	31,293	32,938	468	639	1,010	1,773	525	427	2,088	1,782	III
12,067	11,973	97,190	97,395	761	886	2,059	3,189	8,826	7,521	56,718	49,238	IV
1,317	1,488	12,178	12,940	53	61	180	282	106	200	871	1,202	V
4,810	4,353	33,664	35,232	192	451	626	1,979	3,093	2,782	20,570	16,461	VI
265,913	244,113	7,99,588	9,46,227	28,636	38,229	40,581	63,439	114,462	135,925	2,93,439	3,26,683	VII
6,634	6,700	40,560	42,980	287	248	660	647	2,186	3,119	9,693	12,632	VIII
480	496	2,952	4,127	29	9	44	31	...	...	...	...	IX
11,342	9,505	49,593	50,115	730	889	1,737	2,548	3,403	3,049	12,433	10,991	X
263	294	930	1,589	58	61	125	208	528	892	1,577	1,177	XI
499	539	4,127	5,063	8	7	36	39	...	...	...	...	XII
5,094	3,987	45,259	40,036	196	125	487	388	256	232	1,708	1,490	XIII
16,940	15,788	96,073	96,057	988	867	3,418	3,217	3,178	2,798	15,491	14,177	XIV
4,856	6,143	35,381	44,129	108	243	444	883	2,054	2,319	7,785	8,802	XV
78,957	66,386	2,41,113	2,64,422	8,531	8,082	11,425	12,745	40,822	47,248	83,694	1,05,909	XVI
775	465	20,025	11,546	108	33	926	245	355	240	3,541	1,762	XVII
1,873	1,470	12,442	9,274	15	20	65	92	138	155	917	963	XVIII
7,753	8,793	48,960	67,658	339	228	1,481	1,076	2,407	3,843	8,396	15,801	XIX
2	...	19	...	1	...	2	...	...	...	...	...	XX
72,969	75,772	2,45,509	2,62,117	3,799	4,401	7,612	10,268	33,659	34,738	56,325	68,468	XXI
1,622	1,616	7,186	7,669	78	80	144	172	8,168	7,238	20,657	18,812	XXII
13	4	187	66	...	...	...	...	...	...	...	...	XXIII
16	21	95	112	...	...	...	...	...	...	...	...	XXIV
3,014	2,339	24,631	16,797	116	112	430	450	3,118	2,238	12,807	10,441	XXV
164,685	156,324	7,03,495	6,44,303	6,272	8,957	12,811	18,273	2,508	3,607	6,855	10,326	XXVI
13,269	13,681	27,468	35,298	213	298	422	677	3,058	4,562	5,366	5,292	XXVII
585	725	7,929	8,929	...	1	...	6	...	...	...	...	XXVIII
10,723	22,842	30,966	83,212	1,073	1,992	1,632	4,455	5,697	3,013	17,854	7,525	XXIX
4,117	4,887	15,677	20,238	156	324	377	903	12,667	13,484	41,371	42,128	XXX
58	64	524	532	1	1	9	8	...	...	...	...	XXX
375	309	4,225	3,572	12	9	59	58	...	...	...	...	XXXII
72,901	74,986	3,44,162	3,75,228	(b)12,577	15,630	18,595	21,851	21,143	19,752	79,383	70,054	XXXIII
785,437	774,585	31,04,651	34,41,505	65,835	82,896	1,07,719	1,50,313	236,134	310,966	7,30,743	8,26,796	Total.

(b) Includes railway stores other than plant and rolling-stock.

Statement showing the quantities of the principal commodities carried, and the receipts there

Classification number.	DESCRIPTION OF COMMODITY.	STATE LINES WORKED							
		XVIII.—Eastern Bengal.				XIX.—Bengal Central.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	67,345	81,030	99,485	1,16,759	16,803	20,568	13,124	15,951
II	Cotton, raw	3,902	4,681	24,537	21,619	41	83	89	230
III	Cotton, Twist and Yarn	31,228	34,444	3,31,008	3,57,574	2,621	3,396	6,846	9,172
IV	Cotton-piece-goods								
V	Drugs and Chemicals	...	...	...	...	...	...	...	...
VI	Dyes and Tans	...	...	...	...	...	...	...	...
VII	Grains	169,956	143,630	5,49,131	4,96,723	10,284	7,279	17,199	9,020
VIII	Hides and Skins	6,558	7,377	48,925	49,547	296	324	704	788
IX	Horns	...	...	...	...	...	...	...	...
X	Jute	349,908	370,856	29,50,212	32,87,787	30,933	26,425	1,07,156	89,130
XI	Lac	...	...	...	...	...	...	...	...
XII	Leather, manufactured	...	...	...	...	...	...	...	...
XIII	Liquors	...	...	...	...	...	...	...	...
XIV	Metals	12,927	14,679	1,33,467	1,55,361	1,039	954	2,610	2,304
XV	Oils	9,495	9,395	61,553	58,213	1,895	2,187	3,235	3,622
XVI	Oil-seeds	27,852	46,221	76,674	1,48,376	5,863	7,292	8,044	10,930
XVII	Opium	...	...	...	...	...	...	...	...
XVIII	Paper and Paste-board	...	...	...	...	...	...	...	...
XIX	Provisions	17,494	16,957	1,18,063	1,19,583	5,631	5,024	16,266	14,329
XX	Railway Plant and Rolling-Stock ...	...	...	...	...	...	...	...	...
XXI	Salt	43,550	43,116	2,33,098	2,12,476	2,718	3,197	3,620	4,286
XXII	Saltpetre	...	...	...	...	...	...	...	...
XXIII	Silk, raw	...	...	...	...	...	...	...	...
XXIV	Silk, piece-goods	...	...	...	...	...	...	...	...
XXV	Spices	...	...	...	...	...	...	...	...
XXVI	Sugar	19,870	22,151	53,366	59,422	9,066	10,512	23,836	26,464
XXVII	Stone and Lime	...	...	...	...	...	...	...	...
XXVIII	Tea	14,861	15,031	3,97,766	4,15,458	1	...	8	...
XXIX	Timber	3,480	3,219	23,380	11,180	252	...	693	...
XXX	Tobacco	19,772	20,107	1,88,040	2,06,711	586	781	821	983
XXXI	Umbrellas	...	...	...	...	...	...	...	...
XXXII	Wool	...	...	...	...	...	...	...	...
XXXIII	All other articles of merchandise ...	94,202	97,588	6,60,693	5,00,196	6,425	8,998	16,449	19,661
	TOTAL ...	897,400	935,482	59,54,398	61,66,987	94,464	97,020	2,20,705	2,06,870

from, on the several railways during the year 1889, as compared with the previous year—contd.

BY THE STATE—*contd.*

XX.—Nalhati.				XXI.—Wardha Coal.				XXII. Cherra-Companygunj.				Classification number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
8,611	8,606	14,555	14,523	118,325	109,739	1,22,105	1,13,170	35	42	58	25	I
104	69	397	241	1,915	3,754	5,819	10,572	...	...	...	...	II
...	...	...	...	925	953	3,794	3,919	...	...	...	...	III
696	556	2,860	2,277	268	326	1,393	1,745	...	...	...	...	IV
9	6	60	57	116	25	508	127	...	...	...	...	V
44	33	158	118	109	212	342	560	...	...	...	...	VI
8,545	4,222	6,901	3,544	6,903	4,872	8,545	6,371	...	...	...	...	VII
137	101	493	359	130	51	446	190	...	...	...	...	VIII
...	...	...	...	...	...	...	...	...	...	...	...	IX
326	402	749	952	312	415	1,014	1,236	...	...	...	...	X
...	...	...	...	...	12	2	27	...	...	...	...	XI
...	...	...	...	...	...	...	...	...	...	...	...	XII
22	17	175	102	8	7	44	37	...	...	...	...	XIII
213	211	762	828	478	447	1,172	1,268	...	...	...	...	XIV
119	127	279	315	332	543	976	1,550	...	...	...	...	XV
1,534	1,687	2,616	2,243	12,280	15,686	15,317	19,088	...	...	...	...	XVI
...	...	...	...	...	...	...	...	...	...	...	...	XVII
20	23	93	136	...	...	...	...	...	...	...	...	XVIII
340	389	842	931	631	634	2,449	2,519	...	...	...	...	XIX
...	...	...	...	...	...	...	...	...	...	...	...	XX
599	572	666	592	4,280	4,476	10,441	10,866	...	...	...	...	XXI
...	...	...	...	...	...	...	...	...	...	...	...	XXII
196	267	775	1,020	...	...	7	2	...	...	...	...	XXIII
211	142	1,083	690	...	...	...	...	...	...	...	...	XXIV
137	132	384	473	90	127	345	473	...	...	...	...	XXV
372	454	778	904	371	519	1,111	1,620	...	...	...	...	XXVI
104	199	203	340	...	...	...	...	9,749	12,767	6,433	7,893	XXVII
...	...	...	...	...	...	...	...	...	...	...	...	XXVIII
22	45	53	96	982	864	2,885	2,449	...	...	...	...	XXIX
108	105	313	247	44	48	185	186	...	...	...	...	XXX
...	...	...	...	...	...	...	...	...	...	...	...	XXXI
...	...	...	...	...	...	...	...	...	...	...	...	XXXII
1,155	909	3,489	2,783	1,705	2,686	6,099	7,008	49	261	147	312	XXXIII
23,624	19,279	38,692	33,771	150,254	146,396	1,84,997	1,84,983	9,833	13,070	6,638	8,230	Total.

Statement showing the quantities of the principal commodities carried, and the receipts there

Classification number.	DESCRIPTION OF COMMODITY.	STATE LINES WORKED					
		XXIII.—Jorhat.				XXIV.—Bur	
		Quantity.		Receipts.		Quantity.	
		Previous year.	1889.	Previous year.	1889.	Previous year.	1889. (a)
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I	Coal	140	373	514	1,143	3,832	15
II	Cotton, raw	...	...	...	...	18	125
III	Cotton, Twist and Yarn	...	41	...	201	1,544	1,840
IV	Cotton piece-goods	206	210	1,029	1,174	1,879	2,394
V	Drugs and Chemicals	...	...	...	...	322	163
VI	Dyes and Tans	...	...	...	...	15,678	11,214
VII	Grains	1,263	1,273	7,815	5,714	146,121	147,640
VIII	Hides and Skins	...	1	...	4	406	594
IX	Horns	...	...	...	...	30	58
X	Jute	...	...	...	...	2,381	2,105
XI	Lac	...	...	...	...	44	89
XII	Leather, manufactured	...	...	...	...	58	67
XIII	Liquors	74	67	605	537	1,414	1,434
XIV	Metals	296	685	2,077	5,702	1,959	2,032
XV	Oils	239	339	1,229	1,976	4,326	4,170
XVI	Oil-seeds	...	22	...	131	3,344	3,171
XVII	Opium	...	7	...	46	14	16
XVIII	Paper and Paste-board	...	...	...	...	...	...
XIX	Provisions	254	373	1,262	1,948	21,020	26,231
XX	Railway Plant and Rolling Stock	...	...	...	...	...	...
XXI	Salt	618	659	2,082	2,420	4,337	8,409
XXII	Saltpetre	...	...	...	...	...	...
XXIII	Silk, raw	...	...	...	...	72	169
XXIV	Silk piece-goods	...	...	...	...	37	39
XXV	Spices	...	22	...	103	42	32
XXVI	Sugar	88	87	179	454	3,326	3,147
XXVII	Stone and Lime	250	414	1,076	1,934	3,713	9,805
XXVIII	Tea	2,527	2,229	19,054	17,218	214	387
XXIX	Timber	429	256	2,528	1,460	49,497	52,682
XXX	Tobacco	...	43	...	178	1,661	2,067
XXXI	Umbrellas	...	...	...	...	139	145
XXXII	Wool	...	...	...	...	114	110
XXXIII	All other articles of merchandise	963	767	5,932	5,057	12,666	14,346
	TOTAL	7,899	7,888	45,382	47,452	280,208	294,796

(a) Includes the Toungoo-Mandalay railway.

from, on the several railways during the year 1889, as compared with the previous year—contd.

BY THE STATE—concld.

MA.		XXV.—TOUNGOO-MANDALAY.				TOTAL.				Classification number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1889. (a)	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
12,989	106	...	...	...	...	2,47,956	267,096	4,13,189	4,91,876	I
212	455	...	...	...	...	35,333	37,934	4,67,785	4,61,061	II
12,561	22,851	...	...	...	...	11,064	11,823	1,43,912	1,63,777	III
15,345	41,931	...	...	...	...	85,952	90,086	13,78,205	13,69,772	IV
2,679	3,295	...	...	...	...	15,442	15,711	2,11,980	2,15,197	V
69,318	51,496	...	...	...	...	34,146	29,598	3,24,394	3,04,904	VI
5,72,696	5,81,819	...	...	...	...	1,318,427	1,369,412	67,44,174	69,28,888	VII
4,131	7,896	...	...	...	...	29,384	30,040	2,68,965	2,61,735	VIII
311	792	...	...	...	...	539	563	3,307	4,950	IX
8,386	10,284	...	...	...	...	416,228	435,648	32,57,099	35,71,085	X
570	1,135	...	...	...	...	893	848	3,204	4,130	XI
604	1,201	...	...	...	...	2,262	2,934	43,888	56,940	XII
18,025	21,006	...	...	...	...	19,843	18,543	2,87,213	2,69,691	XIII
16,666	19,425	...	...	...	...	74,333	74,341	9,92,620	9,90,246	XIV
40,625	43,345	...	...	...	...	34,655	38,666	3,75,110	4,19,905	XV
		Included with the Burma State railway.								
15,566	19,147	...	...	...	...	269,728	273,725	14,48,289	14,00,201	XVI
177	240	...	...	...	...	1,262	769	24,914	13,965	XVII
...	...	...	...	...	...	2,046	1,673	13,517	10,465	XVIII
1,63,025	2,38,191	...	...	...	...	99,896	105,855	11,59,838	12,19,899	XIX
...	...	...	...	...	...	201,685	290,995	10,92,254	16,36,647	XX
19,289	52,025	...	...	...	...	258,298	271,213	10,96,244	11,89,511	XXI
...	...	...	...	...	...	10,822	9,945	43,080	40,021	XXII
745	3,475	...	...	...	...	552	757	7,892	10,894	XXIII
462	2,695	...	...	...	...	317	288	3,052	4,450	XXIV
555	576	...	...	...	...	12,976	12,574	1,40,267	1,43,928	XXV
22,630	24,198	...	...	...	...	331,866	336,998	20,27,376	19,26,401	XXVI
7,425	16,849	...	...	...	...	136,066	144,043	2,26,206	2,86,386	XXVII
2,209	3,354	...	...	...	...	20,691	20,811	4,78,532	4,93,153	XXVIII
1,24,271	1,41,560	...	...	...	...	183,443	178,837	5,91,410	5,86,209	XXIX
15,288	20,245	...	...	...	...	46,853	48,811	3,51,205	3,72,497	XXX
1,259	1,612	...	...	...	...	198	210	1,792	2,152	XXXI
1,510	2,209	...	...	...	...	15,401	15,189	5,63,831	5,42,120	XXXII
62,069	1,00,141	...	...	...	...	286,924	310,615	20,31,636	20,21,612	XXXIII
12,11,598	14,33,554	...	...	...	...	4,200,481	4,446,551	2,61,16,380	2,94,23,668	TOTAL.

Statement showing the quantities of the principal commodities carried, and the receipts there

Classification number.	DESCRIPTION OF COMMODITY.	LINES WORKED BY XXX.—Great Indian Peninsula. (a) Quantity. Previous year.	XXX. Quantity. 1889.	XXX. Receipts. Previous year.	XXX. Receipts. 1889.	XXXI.—Bombay, Baroda and Central India. (b) Quantity. Previous year.	XXXI. Quantity. 1889.	XXXI. Receipts. Previous year.	XXXI. Receipts. 1889.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	70,799	77,354	1,71,307	1,80,594	34,819	40,350	1,83,573	2,26,530
II	Cotton, raw	135,813	210,262	33,10,550	60,90,007	90,282	115,538	12,33,399	15,03,477
III	Cotton, Twist and Yarn	11,945	11,290	3,17,407	2,92,505	7,955	6,993	1,19,533	98,318
IV	Cotton piece goods	29,240	30,066	9,86,082	10,31,610	19,479	21,053	4,42,790	4,70,575
V	Drugs and Chemicals	9,718	14,311	1,80,933	1,80,974	1,268	2,146	23,360	32,200
VI	Dyes and Tans	28,086	33,655	4,08,608	4,90,516	4,313	5,602	82,498	74,797
VII	Grains	744,408	496,488	97,28,879	61,93,777	195,510	199,306	11,89,998	11,20,610
VIII	Hides and Skins	17,303	11,734	3,60,477	2,86,084	3,167	2,836	47,871	41,485
IX	Horns		7,350		65,731	...	...	...	...
X	Jute	22,331	22,507	3,45,289	3,37,603	4,439	5,508	67,103	44,916
XI	Lac	1,267	1,020	20,415	13,321	...	...	...	...
XII	Leather, manufactured	1,209	1,433	16,481	25,006	224	131	3,719	2,299
XIII	Liquors	8,275	8,637	1,43,606	1,48,406	2,634	2,968	30,570	33,113
XIV	Metals	32,803	38,958	5,70,310	6,48,930	26,462	24,143	3,53,030	3,24,370
XV	Oils	26,840	30,925	4,95,231	5,77,754	5,459	6,587	62,016	71,429
XVI	Oil-seeds	199,132	211,203	26,93,367	29,41,559	143,603	122,044	10,86,450	9,36,795
XVII	Opium	170	143	12,288	11,147	564	509	20,944	18,193
XVIII	Paper and Paste-board	3,035	3,934	95,044	1,12,113	...	...	...	...
XIX	Provisions	96,961	88,468	15,02,072	14,70,359	34,835	41,359	3,64,554	4,13,077
XX	Railway Plant and Rolling Stock ...	205,446	62,139	32,39,571	7,48,542	20,072	21,373	95,019	1,32,322
XXI	Salt	123,729	124,517	15,36,849	15,27,078	114,544	117,670	4,21,736	4,13,197
XXII	Saltpetre	...	...	...	...	1,090	1,134	11,970	12,034
XXIII	Silk, raw	15	43	777	1,765	326	415	9,937	12,707
XXIV	Silk piece-goods	283	329	8,163	8,707				
XXV	Spices	37,704	18,681	5,89,611	3,60,178	3,386	7,129	51,869	1,00,208
XXVI	Sugar	50,072	52,355	7,44,110	7,35,655	35,120	35,267	4,39,473	4,36,277
XXVII	Stone and Lime	34,445	31,963	1,30,146	1,39,704	15,921	23,437	51,088	61,548
XXVIII	Tea	123	173	4,091	5,577	632	726	10,173	11,981
XXIX	Timber	23,004	106,827	2,25,857	3,86,405	30,930	26,423	1,90,047	1,63,652
XXX	Tobacco	5,456	9,592	84,552	1,33,019	13,136	13,290	90,564	91,119
XXXI	Umbrellas	83	247	2,366	7,676	...	...	...	...
XXXII	Wool	924	1,084	18,611	22,378	5,165	5,824	1,34,699	1,39,824
XXXIII	All other articles of merchandise ...	165,968	61,179	15,92,043	10,21,465	212,592	186,977	10,41,988	10,97,063
	TOTAL ...	2,036,588	1,763,872	2,99,84,563	2,61,95,685	1,031,147	1,034,590	78,59,970	80,84,616

(a) Includes the Dhond-Manmád, Khámgaon and Amráoti State railways.
(b) Includes the Pátri branch.

from, on the several railways during the year 1889, as compared with the previous year—contd.

GUARANTEED COMPANIES.

XXXII.—Madras.				XXXIII.—South Indian. (a)				Total.				Classification number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
6,149	14,825	32,566	86,830	...	5,240	...	3,300	111,767	1,37,769	3,87,445	4,97,304	I
19,971	26,807	2,56,284	3,53,789	13,355	18,020	59,493	83,945	259,401	3,70,637	53,59,726	80,31,218	II
7,586	8,127	85,936	91,904	4,553	5,159	58,768	61,693	32,039	31,564	5,81,644	5,44,420	III
8,415	8,125	1,27,723	1,18,702	9,747	9,861	1,29,165	1,33,367	66,881	69,110	16,85,760	17,54,254	IV
2,310	1,699	26,359	20,687	...	2,369	...	15,355	13,206	20,525	1,80,652	2,48,316	V
21,094	18,280	2,09,909	1,79,673	6,859	6,081	37,738	33,703	60,352	61,618	7,38,753	7,78,699	VI
198,267	2,16,874	8,55,062	11,03,772	161,781	158,941	5,25,868	4,93,518	1,299,966	1,071,609	1,22,99,807	89,16,677	VII
22,442	20,281	3,21,299	2,96,177	6,521	5,251	59,921	49,763	32,130	40,102	4,29,091	6,73,439	VIII
300	201	3,192	2,069	...	105	...	1,436	17,603	7,656	3,63,669	69,226	IX
6,211	6,917	51,814	57,039	...	4,699	...	27,643	35,981	39,631	4,64,206	4,67,201	X
140	111	1,405	1,072	...	161	...	1,204	1,407	1,292	21,320	15,597	XI
562	1,378	8,314	27,054	...	38	...	416	1,995	3,480	28,514	54,775	XII
8,241	7,324	1,02,455	95,224	3,567	3,147	19,793	17,517	22,717	22,576	2,96,424	2,94,260	XIII
15,471	16,535	1,66,599	1,62,651	10,086	23,056	71,319	92,059	84,842	1,02,692	11,61,258	12,28,010	XIV
12,878	12,844	75,535	77,524	11,752	13,001	52,378	51,947	56,929	63,357	6,85,210	7,78,654	XV
44,346	53,935	1,57,332	1,85,419	73,005	90,457	1,56,781	1,99,375	460,286	4,77,689	40,93,930	42,63,148	XVI
...	...	...	...	...	...	...	...	734	657	33,232	29,340	XVII
285	235	4,849	4,361	...	372	...	4,884	3,321	4,591	99,893	1,21,858	XVIII
69,444	78,001	4,71,498	481,060	23,517	32,994	1,26,382	1,79,295	224,757	240,822	24,64,506	25,43,791	XIX
8,342	35,611	17,287	1,44,769	...	898	...	932	233,360	120,021	38,51,877	10,27,065	XX
59,041	63,339	3,87,107	4,05,944	46,032	47,487	1,47,165	1,43,136	345,346	3,53,013	24,92,857	24,89,349	XXI
357	256	3,144	2,043	...	359	...	2,070	1,447	1,799	15,114	16,147	XXII
61	58	1,093	1,140	...	103	...	1,397	402	619	11,807	17,009	XXIII
161	140	2,350	2,498	...	2	...	33	444	471	10,513	11,238	XXIV
2,628	2,980	23,251	23,129	37	1,053	6,110	6,884	44,655	29,843	6,70,841	4,95,399	XXV
24,327	30,826	1,22,504	1,61,083	42,192	61,860	1,67,736	2,04,380	151,711	180,308	14,73,823	15,37,400	XXVI
11,611	13,130	36,113	36,547	127,866	105,928	1,16,341	1,06,471	189,343	174,453	3,33,688	3,44,270	XXVII
321	278	8,350	6,264	47	73	275	414	1,123	1,247	22,829	24,236	XXVIII
35,859	35,753	2,05,163	2,06,331	27,581	39,472	57,177	72,020	117,374	208,475	6,77,744	8,28,408	XXIX
10,328	10,682	63,445	64,572	4,801	5,782	31,750	35,670	33,721	39,346	2,70,311	3,24,380	XXX
25	22	438	395	...	115	...	542	108	384	2,804	8,613	XXXI
430	524	5,383	7,520	...	214	...	2,146	6,519	7,446	1,58,693	1,72,368	XXXII
130,076	113,424	589,578	5,60,199	93,505	79,741	4,49,686	3,61,223	602,141	441,321	36,78,295	30,40,020	XXXIII
727,679	800,617	44,23,337	49,78,001	669,684	722,044	22,73,846	23,87,807	4,515,098	4,326,123	4,45,41,736	4,16,46,109	Total.

(a) Includes the Pondicherry railway.

Statement showing the quantities of the principal commodities carried, and the receipts there

Classification number.	DESCRIPTION OF COMMODITY.	ASSISTED					
		XXXIV.—Tárakeshwar.				XXXV.—Deo	
		Quantity.		Receipts.		Quantity.	
		Previous year.	1889.	Previous year.	1889.	Previous year.	1889.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I	Coal	...	...	...	...	...	...
II	Cotton, raw	...	...	...	...	...	...
III	Cotton, Twist and Yarn	...	...	...	...	...	...
IV	Cotton piece-goods	...	...	...	...	...	...
V	Drugs and Chemicals	...	...	...	...	...	...
VI	Dyes and Tans	...	...	...	...	...	...
VII	Grains	...	...	...	...	...	...
VIII	Hides and Skins	...	...	...	...	...	...
IX	Horns	...	...	...	...	...	...
X	Jute	...	...	...	...	...	...
XI	Lac	...	...	...	...	...	...
XII	Leather, manufactured	...	...	...	...	...	...
XIII	Liquors	...	...	...	...	...	...
XIV	Metals	...	...	...	...	...	...
XV	Oils	...	...	...	...	...	...
		Included with the East Indian railway.					Information
XVI	Oil-seeds	...	...	...	...	...	...
XVII	Opium	...	...	...	...	...	...
XVIII	Paper and Paste-board	...	...	...	...	...	...
XIX	Provisions	...	...	...	...	...	...
XX	Railway Plant and Rolling Stock	...	...	...	...	...	...
XXI	Salt	...	...	...	...	...	...
XXII	Saltpetre	...	...	...	...	...	...
XXIII	Silk, raw	...	...	...	...	...	...
XXIV	Silk piece-goods	...	...	...	...	...	...
XXV	Spices	...	...	...	...	...	...
XXVI	Sugar	...	...	...	...	...	...
XXVII	Stone and Lime	...	...	...	...	...	...
XXVIII	Tea	...	...	...	...	...	...
XXIX	Timber	...	...	...	...	...	...
XXX	Tobacco	...	...	...	...	...	...
XXXI	Umbrellas	...	...	...	...	...	...
XXXII	Wool	...	...	...	...	...	...
XXXIII	All other articles of merchandise	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...

from, on the several railways during the year 1889, as compared with the previous year—contd.

COMPANIES.										
GHUR.		XXXVI.—Darjeeling-Himalayan.				XXXVII.—Bengal and North-Western.				Classification number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	273	448	2,641	4,288	1,420	1,554	3,848	5,644	I
...	...	...	...	...	...	354	432	3,407	4,274	II
...	...	...	...	...	...	390	342	3,271	3,037	III
...	...	688	653	18,676	17,031	7,598	6,929	54,042	51,263	IV
...	...	30	23	656	475	859	774	6,848	6,263	V
...	...	...	...	...	...	2,593	2,737	17,140	19,097	VI
...	...	9,360	7,454	1,32,673	1,05,314	115,540	112,253	3,97,395	3,70,748	VII
...	...	75	59	1,057	958	1,368	1,689	11,573	14,984	VIII
...	...	...	...	...	...	34	49	290	482	IX
...	...	...	...	...	...	4,837	4,570	28,329	26,558	X
...	...	...	...	...	...	463	386	822	751	XI
...	...	...	...	...	...	127	101	891	724	XII
...	...	412	406	10,211	10,040	153	154	1,232	1,221	XIII
...	...	1,277	1,137	26,253	24,092	3,637	3,487	19,212	17,956	XIV
...	...	460	399	8,757	7,799	636	1,091	3,054	5,562	XV
not furnished.										
...	...	...	...	...	...	66,943	60,749	2,99,285	2,55,685	XVI
...	...	...	...	...	...	739	444	7,628	3,952	XVII
...	...	...	...	...	...	95	99	923	907	XVIII
...	...	1,617	959	35,592	21,938	1,609	1,934	10,523	9,565	XIX
...	...	...	...	...	...	...	...	...	...	XX
...	...	718	518	11,790	8,455	20,278	23,317	46,639	51,364	XXI
...	...	...	...	...	...	3,359	3,858	3,281	4,143	XXII
...	...	...	...	...	...	...	...	...	...	XXIII
...	...	...	...	...	...	2	1	16	14	XXIV
...	...	70	48	1,962	1,192	741	1,168	3,888	7,148	XXV
...	...	360	267	5,950	4,302	11,155	13,860	58,389	69,684	XXVI
...	...	547	421	6,104	4,524	1,612	674	3,784	1,401	XXVII
...	...	3,736	3,659	78,603	72,495	8	9	49	49	XXVIII
...	...	97	28	841	501	1,248	7,058	3,533	11,315	XXIX
...	...	190	128	3,504	2,716	5,660	5,716	21,005	25,465	XXX
...	...	...	...	...	...	22	17	209	142	XXXI
...	...	68	7	785	170	128	112	462	488	XXXII
...	...	1,583	2,014	36,703	43,323	5,109	5,484	25,151	25,740	XXXIII
...	...	21,561	18,628	3,78,758	3,29,613	258,717	261,048	(a) 10,36,044	(a) 9,95,626	TOTAL.

(a) Excludes goods earnings attributable to steam ferry.

Statement showing the quantities of the principal commodities carried, and the receipts there

Classification number.	DESCRIPTION OF COMMODITY.	ASSISTED					
		XXXVIII.—Rohilkhand-Kumaun.				XXXIX—Dibrd	
		Quantity.		Receipts.		Quantity.	
		Previous year.	1889.	Previous year.	1889.	Previous year.	1889.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I	Coal	20	1	33	6	95,963	109,885
II	Cotton, raw	3	...	14	3	...	...
III	Cotton, Twist and Yarn	1	5	7	18	3	1
IV	Cotton piece-goods	154	203	1,2	1,620	36	28
V	Drugs and Chemicals	12	32	83	201	42	40
VI	Dyes and Tans	13	25	95	181	...	...
VII	Grains	5,600	11,142	8,029	15,066	6,289	6,952
VIII	Hides and Skins	70	89	173	193	...	1
IX	Horns	8	5	23	25	...	...
X	Jute	70	225	324	935	43	76
XI	Lac	1	1	5	5	1	...
XII	Leather, manufactured	19	18	103	147	1	...
XIII	Liquors	983	1,234	4,705	5,879	100	103
XIV	Metals	296	346	1,832	2,244	1,081	1,966
XV	Oils	159	212	1,038	1,288	133	189
XVI	Oil-seeds	3,354	4,314	6,767	7,781	1	Information
XVII	Opium	2	2	13	15	...	...
XVIII	Paper and Paste-board	4	8	35	57	1	3
XIX	Provisions	1,956	1,506	8,771	7,152	209	292
XX	Railway Plant and Rolling Stock	...	...	...	...	...	...
XXI	Salt	1,025	1,185	3,558	3,799	141	154
XXII	Saltpetre	...	...	...	...	...	...
XXIII	Silk, raw	...	...	3	...	...	...
XXIV	Silk piece-goods	...	...	...	...	...	...
XXV	Spices	87	62	210	375	4	9
XXVI	Sugar	583	1,213	1,410	1,745	61	61
XXVII	Stone and Lime	465	3,210	1,247	3,111	363	823
XXVIII	Tea	139	137	722	676	4,465	4,322
XXIX	Timber	1,104	2,421	2,106	4,841	1,818	2,529
XXX	Tobacco	83	93	587	476	40	59
XXXI	Umbrellas	...	1	3	10	2	5
XXXII	Wool	35	23	311	180	...	...
XXXIII	All other articles of merchandise	19,575	8,994	27,044	18,208	1,255	3,642
	TOTAL	35,771	36,707	70,536	76,237	112,052	161,145

from, on the several railways during the year 1889, as compared with the previous year—contd.

COMPANIES—concld.

Sadiya.		XL.—Thatôn-Duyinzaik.				Total.				Classification number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
2,37,788	2,46,147	...	...	...	...	97,676	111,888	2,44,310	2,56,085	I
3	2	...	...	...	...	357	432	3,424	4,279	II
57	11	...	...	...	...	394	348	3,335	3,066	III
793	528	...	...	...	...	8,476	7,813	74,801	70,442	IV
436	372	...	...	...	...	943	869	8,023	7,311	V
2	...	...	...	...	...	2,606	2,762	17,237	19,278	VI
46,050	48,902	...	...	...	...	1,36,789	1,37,801	5,85,147	5,40,030	VII
10	15	...	...	...	...	1,513	1,868	12,813	16,150	VIII
...	...	...	...	...	...	42	54	313	507	IX
402	1,012	...	...	...	...	4,950	4,871	29,055	28,505	X
7	...	...	...	...	...	465	387	834	756	XI
11	3	...	...	...	...	147	119	1,005	874	XII
1,565	1,574	...	...	...	...	1,648	1,897	17,713	18,714	XIII
11,817	16,173	...	...	...	...	6,291	6,936	59,114	60,465	XIV
2,790	3,219	...	...	...	...	1,388	1,891	15,639	17,868	XV
not furnished.										
4	...	...	...	...	...	70,298	65,063	3,06,056	2,63,466	XVI
...	...	...	...	...	...	741	446	7,641	3,967	XVII
18	41	...	...	...	...	100	110	981	1,005	XVIII
3,105	4,070	...	...	...	...	5,391	4,691	57,991	42,725	XIX
...	...	...	...	...	...	...	...	...	...	XX
1,116	1,157	...	...	...	...	22,162	25,174	63,098	64,775	XXI
...	...	...	...	...	...	3,359	3,858	3,281	4,143	XXII
2	5	...	...	...	...	...	...	5	5	XXIII
...	...	...	...	...	...	2	1	16	14	XXIV
72	142	...	...	...	...	852	1,287	6,132	8,857	XXV
1,335	1,207	...	...	...	...	12,159	15,401	67,004	76,998	XXVI
1,178	2,919	...	...	...	...	2,967	5,133	12,313	11,955	XXVII
38,584	37,981	...	...	...	...	8,348	8,127	1,12,958	1,11,201	XXVIII
5,166	2,645	...	...	...	...	4,267	12,036	11,646	19,302	XXIX
657	820	...	...	...	...	5,973	5,996	25,753	29,477	XXX
47	92	...	...	...	...	24	23	259	244	XXXI
...	...	...	...	...	...	231	142	1,558	838	XXXII
8,540	13,601	...	...	...	...	27,522	20,134	97,438	1,05,872	XXXIII
3,61,555	3,87,633	...	...	...	...	423,101	447,528	18,46,393	17,89,114	Total.

Statement showing the quantities of the principal commodities carried, and the receipts there

Classification number.	DESCRIPTION OF COMMODITY.	NATIVE STATES LINES					
		XLII.—KHAMGAON.				XLIII.—AMRÁ	
		Quantity.		Receipts.		Quantity.	
		Previous year.	1889.	Previous year.	1889.	Previous year.	1889.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I	Coal	...	...	...	...	...	...
II	Cotton, raw	...	...	...	...	...	...
III	Cotton, Twist and Yarn	...	...	...	...	...	...
IV	Cotton piece-goods	...	...	...	...	...	...
V	Drugs and Chemicals	...	...	...	...	...	...
VI	Dyes and Tans	...	...	...	...	...	...
VII	Grains	...	...	...	...	...	...
VIII	Hides and Skins	...	...	...	...	...	...
IX	Horns	...	...	...	...	...	...
X	Jute	...	...	...	...	...	...
XI	Lac	...	...	...	...	...	...
XII	Leather, manufactured	...	...	...	...	...	...
XIII	Liquors	...	...	...	...	...	...
XIV	Metals	...	...	...	...	...	...
XV	Oils	...	...	...	...	...	...
XVI	Oil-seeds	...	...	...	Included with the Great Indian Peninsula		
XVII	Opium	...	...	...	...	...	...
XVIII	Paper and Paste-board	...	...	...	...	...	...
XIX	Provisions	...	...	...	...	...	...
XX	Railway Plant and Rolling Stock	...	...	...	...	...	...
XXI	Salt	...	...	...	...	...	...
XXII	Saltpetre	...	...	...	...	...	...
XXIII	Silk, raw	...	...	...	...	...	...
XXIV	Silk piece-goods	...	...	...	...	...	...
XXV	Spices	...	...	...	...	...	...
XXVI	Sugar	...	...	...	...	...	...
XXVII	Stone and Lime	...	...	...	...	...	...
XXVIII	Tea	...	...	...	...	...	...
XXIX	Timber	...	...	...	...	...	...
XXX	Tobacco	...	...	...	...	...	...
XXXI	Umbrellas	...	...	...	...	...	...
XXXII	Wool	...	...	...	...	...	...
XXXIII	All other articles of merchandise	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...

from, on the several railways during the year 1889, as compared with the previous year—contd.

WORKED BY COMPANIES.

OTH.		XLIV.—BHOPAL-ITARSI (NATIVE STATES SECTION).				XLV.—THE NIZAM'S GUARANTEED STATE.				Classification number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	...	...	...	...	2,261	28,543	7,508	1,74,081	I
...	...	...	...	...	...	484	916	6,997	12,282	II
...	...	...	...	...	...	1,101	1,006	16,788	14,846	III
...	...	...	...	...	...	2,024	2,332	32,551	41,491	IV
...	...	...	...	...	...	301	329	3,908	4,016	V
...	...	...	...	...	...	1,014	1,727	6,848	14,484	VI
...	...	...	...	...	...	46,617	56,274	2,44,622	3,96,366	VII
...	...	...	...	...	...	1,969	2,123	16,087	17,623	VIII
...	...	...	...	...	...	1,458	1,177	4,988	4,467	IX
...	...	...	...	...	...	1,167	1,422	8,739	12,450	X
...	...	...	...	...	...	12	14	188	200	XI
...	...	...	...	...	...	46	96	695	1,167	XII
...	...	...	...	...	...	1,798	2,983	16,867	20,449	XIII
...	...	...	...	...	...	3,803	5,589	43,609	59,116	XIV
...	...	...	...	...	...	1,265	1,772	9,660	13,865	XV
railway	...	...	Included with the Indian Midland railway.	...	...	23,459	27,881	1,15,709	1,46,120	XVI
...	...	...	...	...	...	1	...	13	...	XVII
...	...	...	...	...	...	359	379	4,738	5,281	XVIII
...	...	...	...	...	...	5,769	7,686	50,234	88,956	XIX
...	...	...	...	...	...	...	...	...	...	XX
...	...	...	...	...	...	21,486	24,274	1,01,507	1,15,947	XXI
...	...	...	...	...	...	39	60	280	451	XXII
...	...	...	...	...	...	...	3	13	97	XXIII
...	...	...	...	...	...	14	13	330	369	XXIV
...	...	...	...	...	...	1,903	1,909	11,497	18,941	XXV
...	...	...	...	...	...	1,925	1,575	12,181	10,729	XXVI
...	...	...	...	...	...	3,285	3,525	15,981	16,596	XXVII
...	...	...	...	...	...	26	25	398	358	XXVIII
...	...	...	...	...	...	3,689	2,719	23,510	17,745	XXIX
...	...	...	...	...	...	536	1,862	5,315	28,604	XXX
...	...	...	...	...	...	21	21	210	238	XXXI
...	...	...	...	...	...	247	178	2,980	1,999	XXXII
...	...	...	...	...	...	17,330	19,976	86,384	1,02,663	XXXIII
...	...	...	...	...	...	145,414	198,404	8,51,335	13,41,997	TOTAL.

Statement showing the quantities of the principal commodities carried, and the receipts there

NATIVE STATES LINES

XLVI.—THE GAEKWAR'S DABHOI.

Classification number.	DESCRIPTION OF COMMODITY.	Quantity.		Receipts.	
		Previous year.	1889.	Previous year.	1889.
		Tons.	Tons.	Rs.	Rs.
I	Coal	19	10	37	17
II	Cotton, raw	1,423	2,580	2,117	4,078
III	Cotton, Twist and Yarn	71	85	183	219
IV	Cotton piece-goods	202	264	599	770
V	Drugs and Chemicals	34	72	85	147
VI	Dyes and Tans	37	48	109	140
VII	Grains	3,522	4,898	5,646	7,276
VIII	Hides and Skins	19	11	46	27
IX	Horns	...	...	...	...
X	Jute	194	216	398	425
XI	Lac	...	...	...	...
XII	Leather, manufactured	16	...	50	1
XIII	Liquors	134	244	497	895
XIV	Metals	239	237	669	593
XV	Oils	33	33	83	108
XVI	Oil-seeds	1,092	686	1,792	1,206
XVII	Opium	...	...	...	1
XVIII	Paper and Paste-board	...	...	...	...
XIX	Provisions	727	671	1,559	1,471
XX	Railway Plant and Rolling Stock	...	...	...	...
XXI	Salt	1,923	1,775	2,882	2,827
XXII	Saltpetre	2	3	3	5
XXIII	Silk, raw	...	...	...	1
XXIV	Silk piece-goods	...	...	...	...
XXV	Spices	217	241	562	571
XXVI	Sugar	611	689	1,084	1,185
XXVII	Stone and Lime	2,344	2,338	2,874	2,622
XXVIII	Tea	...	...	1	2
XXIX	Timber	1,785	1,477	4,157	3,431
XXX	Tobacco	44	50	119	126
XXXI	Umbrellas	...	...	...	...
XXXII	Wool	9	8	33	22
XXXIII	All other articles of merchandise	17,159	8,944	30,093	18,925
	TOTAL	31,856	25,685	55,198	47,091

from, on the several railways during the year 1889, as compared with the previous year—contd.

WORKED BY COMPANIES—concld.

XLVII.—The Gaekwar's Mehsana.				Total.				Classification number.
Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	...	...	2,280	28,553	7,545	1,74,098	I
6	11	17	18	1,913	3,507	9,131	16,378	II
39	45	62	70	1,211	1,136	17,033	15,135	III
214	249	347	428	2,440	2,845	33,497	42,689	IV
11	16	39	21	346	417	4,032	4,184	V
63	78	93	106	1,114	1,853	7,050	14,730	VI
4,870	7,344	5,680	4,948	55,009	68,516	2,55,948	4,08,500	VII
13	20	20	32	2,001	2,159	16,153	17,682	VIII
...	...	...	...	1,458	1,177	4,988	4,467	IX
209	207	211	220	1,564	1,855	9,348	13,105	X
...	...	...	...	12	14	188	200	XI
22	24	50	45	84	120	795	1,213	XII
1	1	8	9	1,933	3,228	17,372	21,353	XIII
402	537	401	492	4,544	6,413	44,679	60,201	XIV
198	274	239	357	1,496	2,084	9,982	14,330	XV
4,569	6,206	2,566	3,757	29,120	34,773	1,20,067	1,51,063	XVI
...	...	...	...	1	...	13	1	XVII
...	...	...	...	359	379	4,733	5,281	XVIII
288	354	298	345	6,784	8,711	52,091	90,772	XIX
...	894	...	764	...	894	...	764	XX
396	606	390	565	23,705	26,655	1,04,779	1,19,339	XXI
21	53	17	71	62	116	300	527	XXII
1	...	2	...	1		15	98	XXIII
				14	13	330	369	XXIV
12	69	19	71	2,137	2,219	12,098	19,583	XXV
1,333	1,607	1,303	1,475	3,871	3,871	14,568	13,389	XXVI
207	99	186	86	5,836	5,962	18,541	19,304	XXVII
...	...	...	...	26	25	399	360	XXVIII
678	871	596	715	6,152	5,067	28,263	21,891	XXIX
81	95	99	129	661	2,007	5,533	28,859	XXX
...	...	...	...	21	21	210	238	XXXI
25	31	50	70	281	217	3,063	2,091	XXXII
3,069	2,289	2,316	2,387	37,558	31,269	1,18,793	1,23,975	XXXIII
16,724	21,960	15,009	17,191	193,994	246,019	9,21,542	14,06,279	Total.

Statement showing the quantities of the principal commodities carried, and the receipts there

Classification number.	DESCRIPTION OF COMMODITY.	NATIVE STATES LINES WORKED BY THE STATE.								NATIVE			
		XLIX.—Rajpura-Bhatinda (a).				Total.				L.—Jodhpore.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	...	290	...	179	...	290	...	179	1,201	292	4,292	1,078
II	Cotton, raw	...	23	...	100	...	23	...	100	20	11	114	108
III	Cotton, Twist and Yarn...	...	11	...	24	...	11	...	24	14	10	105	61
IV	Cotton piece-goods ...	...	42	...	119	...	42	...	119	858	974	5,214	5,688
V	Drugs and Chemicals ...	...	53	...	175	...	53	...	175	89	114	209	943
VI	Dyes and Tans ...	...	35	...	106	...	35	...	106	250	204	1,885	1,437
VII	Grains	...	3,680	...	6,333	...	3,680	...	6,333	6,672	3,071	24,004	20,743
VIII	Hides and Skins ...	...	28	...	33	...	28	...	33	233	250	1,583	1,733
IX	Horns	...	...	...	...	...	...	...	...	...	...	...	...
X	Jute	...	54	...	948	...	54	...	948	...	...	...	...
XI	Lac	...	...	...	...	...	...	...	...	...	...	...	...
XII	Leather, manufactured ...	...	11	...	71	...	11	...	71	33	50	349	489
XIII	Liquors	...	43	...	1,205	...	43	...	1,205	17	12	136	131
XIV	Metals	...	177	...	232	...	177	...	232	1,021	791	4,276	3,491
XV	Oils	...	70	...	69	...	70	...	69	87	70	676	545
XVI	Oil-seeds	...	216	...	446	...	216	...	446	113	183	626	500
XVII	Opium	...	...	...	...	...	...	...	...	42	38	440	460
XVIII	Paper and Paste-board ...	...	...	...	...	...	...	...	...	...	...	...	...
XIX	Provisions	...	124	...	386	...	124	...	386	1,074	1,293	7,277	9,026
XX	Railway Plant and Rolling Stock.	...	16,458	...	18,614	...	16,458	...	18,614	...	...	...	...
XXI	Salt	...	161	...	122	...	161	...	122	12,709	10,453	52,378	49,800
XXII	Saltpetre	...	33	...	129	...	33	...	129	117	40	791	204
XXIII	Silk, raw	...	2	...	5	...	2	...	5	...	1	1	4
XXIV	Silk-piece-goods ...	...	...	...	...	...	...	...	...	...	...	...	...
XXV	Spices	...	188	...	211	...	188	...	211	111	298	978	2,351
XXVI	Sugar	...	618	...	2,097	...	618	...	2,097	6,749	6,140	42,903	36,906
XXVII	Stone and Lime ...	...	608	...	755	...	608	...	755	2,537	1,732	4,721	2,936
XXVIII	Tea	...	1	...	1	...	1	...	1	...	...	3	7
XXIX	Timber	...	274	...	483	...	274	...	483	560	1,106	2,594	5,050
XXX	Tobacco	...	24	...	52	...	24	...	52	514	495	3,427	2,999
XXXI	Umbrellas	...	...	...	...	...	...	...	...	...	...	...	...
XXXII	Wool	...	97	...	223	...	97	...	233	1,820	1,854	10,392	11,602
XXXIII	All other articles of merchandise.	...	1,747	...	5,162	...	1,747	...	5,162	5,867	4,839	19,934	23,979
	TOTAL ...	...	25,063	...	38,280	...	25,063	...	38,280	42,667	36,291	1,89,308	1,82,271

(a) The figures shown for this railway are for a period from the 18th of October to the 31st of December 1889 only.

from, on the several railways during the year 1889, as compared with the previous year—contd.

STATES LINES													
LII.—Bhávnagar-Gondal-Junágarh Porbandar.				LIII.—Morvi.				Total.				Classification number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
894	1,131	3,053	3,452	154	26	518	137	2,249	1,449	7,863	4,667	I
18,312	18,853	1,36,280	1,43,001	4,042	3,477	33,520	29,216	22,374	22,341	1,69,914	1,72,325	II
323	373	2,759	2,942	26	34	178	200	363	417	3,037	3,203	III
1,074	1,468	10,255	12,761	119	143	841	969	2,051	2,585	16,310	19,418	IV
55	118	667	1,123	9	15	72	103	103	247	948	2,169	V
570	723	4,011	5,007	57	54	327	348	886	981	6,223	6,792	VI
29,997	28,764	1,13,240	1,07,689	8,260	2,157	12,875	8,799	39,929	35,992	1,50,119	1,37,231	VII
161	252	1,331	2,329	6	22	29	115	400	524	2,943	4,177	VIII
...	20	...	144	7	5	38	25	7	25	38	169	IX
1,014	1,077	5,048	5,368	147	105	741	501	1,161	1,182	5,789	5,869	X
16	8	123	66	...	...	...	1	16	8	123	67	XI
42	59	401	511	1	3	5	26	76	112	755	1,026	XII
47	64	589	763	8	9	80	84	72	85	805	978	XIII
3,551	2,024	19,076	14,082	280	252	1,521	1,291	4,802	3,067	24,873	18,864	XIV
1,584	2,401	9,729	12,551	123	222	875	1,367	1,794	2,693	11,280	14,463	XV
5,330	5,973	23,278	21,592	367	462	1,461	1,953	5,810	6,618	25,365	24,045	XVI
14	12	315	254	7	1	63	2	63	51	818	716	XVII
...	74	...	855	15	17	115	139	15	91	115	994	XVIII
3,751	7,891	21,528	44,858	250	793	1,458	4,554	5,075	9,977	30,263	58,438	XIX
...	...	...	...	...	(a) 126	...	(b) 113	...	126	...	113	XX
2,590	3,086	5,145	5,794	...	...	1	1	15,299	13,539	57,524	55,595	XXI
8	18	81	133	1	1	4	5	126	59	876	342	XXII
...	2	...	28	...	...	...	...	...	3	1	32	XXIII
...	1	...	18	...	...	1	...	...	1	1	18	XXIV
166	499	1,342	2,919	52	42	309	261	329	839	2,629	5,531	XXV
3,492	6,874	18,305	33,042	499	1,218	2,467	5,778	10,740	14,202	63,675	75,726	XXVI
574	3,534	2,295	6,018	295	14	599	52	3,406	5,280	7,615	9,006	XXVII
4	6	35	46	...	...	6	...	4	6	44	53	XXVIII
12,139	12,922	69,484	72,311	357	509	1,842	2,280	13,056	14,537	73,920	79,641	XXIX
410	577	2,364	3,362	135	255	839	1,594	1,059	1,327	6,630	8,455	XXX
...	10	...	87	1	1	10	8	1	11	10	95	XXXI
321	329	1,655	2,095	69	80	701	769	2,210	2,263	12,948	14,466	XXXII
4,302	5,241	33,019	35,293	500	581	2,810	3,414	10,669	10,661	55,763	62,686	XXXIII
90,741	104,384	4,35,608	5,40,994	10,737	10,624	64,301	64,105	144,145	151,299	7,39,217	7,87,370	Total.

(b) Telegraph materials.

Statement showing the quantities of the principal commodities carried, and the receipts there

Classification number.	DESCRIPTION OF COMMODITY.	FOREIGN — IV.—West of India Portuguese. Quantity. Previous year.	Quantity. 1889.	Receipts. Previous year.	Receipts. 1889.
		Tons.	Tons.	Rs.	Rs.
I	Coal	7,407	8,018	24,225	11,328
II	Cotton, raw	8,607	13,657	35,191	55,770
III	Cotton, Twist and Yarn	106	496	527	2,450
IV	Cotton piece-goods	568	364	2,825	1,634
V	Drugs and Chemicals	6	13	30	64
VI	Dyes and Tans	4	2	21	7
VII	Grains	26,458	24,581	89,491	80,333
VIII	Hides and Skins	23	15	91	33
IX	Horns	...	...	...	...
X	Jute	175	19	671	97
XI	Lac	4	...	16	...
XII	Leather, manufactured	...	...	...	...
XIII	Liquors	92	88	375	324
XIV	Metals	242	444	946	1,955
XV	Oils	460	2,145	1,732	7,564
XVI	Oil-seeds	9,408	11,190	32,372	39,315
XVII	Opium	...	...	...	...
XVIII	Paper and Paste-board	...	...	...	...
XIX	Provisions	28	128	170	441
XX	Railway Plant and Rolling Stock	...	...	...	...
XXI	Salt	2,014	4,072	6,323	10,410
XXII	Saltpetre	...	...	1	...
XXIII	Silk, raw	1	...	7	2
XXIV	Silk piece-goods	...	...	...	...
XXV	Spices	75	173	314	822
XXVI	Sugar	344	602	1,294	2,056
XXVII	Stone and Lime	36	49	150	162
XXVIII	Tea	2	1	8	4
XXIX	Timber	176	193	595	663
XXX	Tobacco	170	276	629	1,083
XXXI	Umbrellas	...	...	...	...
XXXII	Wool	9	20	39	106
XXXIII	All other articles of merchandise	11,116	17,051	56,172	60,365
	TOTAL	67,531	83,592	2,54,205	2,76,988

from, on the several railways during the year 1889, as compared with the previous year—concld.

LINES.								
LVI.—PONDICHERRY.				TOTAL.				Classification number.
Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	Previous year.	1889.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	...	...	7,407	8,018	24,225	11,328	I
...	...	...	...	8,607	13,657	35,181	55,770	II
...	...	...	...	106	496	527	2,450	III
...	...	...	...	568	364	2,625	1,694	IV
...	...	...	...	6	13	30	64	V
...	...	...	...	4	2	21	7	VI
...	...	...	...	26,453	24,581	89,491	80,333	VII
...	...	...	...	23	15	91	33	VIII
...	...	...	...	...	...	...	...	IX
...	...	...	...	175	19	671	97	X
...	...	...	...	4	...	16	...	XI
...	...	...	...	...	...	...	...	XII
...	...	...	...	92	88	375	324	XIII
...	...	...	...	242	444	946	1,955	XIV
...	...	...	...	460	2,145	1,732	7,564	XV
Included with	the South	Indian	railway.					
...	...	...	...	9,408	11,190	32,372	39,315	XVI
...	...	...	...	...	...	...	...	XVII
...	...	...	...	...	...	...	...	XVIII
...	...	...	...	28	123	170	441	XIX
...	...	...	...	...	...	...	...	XX
...	...	...	...	2,014	4,072	6,323	10,410	XXI
...	...	...	...	...	...	1	...	XXII
...	...	...	...	1	...	7	2	XXIII
...	...	...	...	...	...	...	...	XXIV
...	...	...	...	75	173	314	822	XXV
...	...	...	...	244	602	1,294	2,056	XXVI
...	...	...	...	36	49	150	162	XXVII
...	...	...	...	2	1	8	4	XXVIII
...	...	...	...	176	193	595	663	XXIX
...	...	...	...	170	276	629	1,083	XXX
...	...	...	...	...	...	...	...	XXXI
...	...	...	...	9	20	39	106	XXXII
...	...	...	...	11,116	17,051	56,172	60,365	XXXIII
...	...	...	...	67,531	83,592	2,54,205	2,76,988	TOTAL.

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